The China Mail.

ESTABLISHED 1845.

No. 12,972 號五廿月十年四緒百九千一英 HONGKONG, TUESDAY, OCTOBER 25, 1904. 日十[illegible]九年庚甲 PRICE, $3.00 Per Month.

Intimations.

KOWLOON CRICKET CLUB.

A MEETING of MEMBERS of the above CLUB will be held in the SEAMEN'S INSTITUTE, Kowloon, on WEDNESDAY next, the 26th Inst., at 9 P.M.

HAROLD C. AUSTEN,
Hon. Sec., Pro. Tem.
Hongkong, October 24, 1904. 1908

REQUIRED—IMMEDIATELY.

CHINESE GENTLEMAN—Business Qualifications—Reading and Writing English fluently, must have influence amongst Merchants and able to obtain business for a Well-known Company.
Apply, in first case by Letter, Stating Salary required, to A.R.H., Box 22, G.P.O. Hongkong.
Hongkong, October 24, 1904. 1907

NOTICE.

MR V. R. V. RIBEIRO begs to notify the Public that he will not be Responsible for his Wife's Debts. Any one giving her Credit will do so at their own Risk.
Hongkong, October 24, 1904. 1913

STEAMSHIP
'BARON GORDON'
ASHORE ON THE BOMBAY SHOAL.

TENDERS will be received at the Office of the Undersigned up to NOON on THURSDAY, 27th October, for:—
(1) Salvage of all Gear and Materials on the basis of percentage of the value recovered. No Cure No Pay.
(2) Purchase of the vessel as she lies on the Bombay Shoal.
The Undersigned do not bind themselves to accept the highest or any tender.
GILMAN & CO.,
Lloyd's Agents.
Hongkong, October 21, 1904. 1894

VICTORIA RECREATION CLUB.
WANTED.

FROM 1st November, a EUROPEAN STEWARD for the above Club.
Salary to commence $120.00 per month. Applications in Writing, accompanied by References, to be addressed to the Undersigned.
HAROLD C. AUSTEN,
Hon. Secretary.
Hongkong, October 21, 1904. 1892

WANTED.

A BUILDING Suitable for BOARDING HOUSE, must be Close to Tramway, and Ventilation Good.
Apply to 'G. F.,'
Care of 'CHINA MAIL' Office.
Hongkong, October 14, 1904. 1855

NOTICE.

QUALIFIED LAND SURVEYOR, Well Furnished with FIELD and OFFICE INSTRUMENTS, seeks Temporary Employments by month or Contract.
Address: 'SURVEYOR,'
Care of 'CHINA MAIL' Office.
Hongkong, October 10, 1904. 1793

Business Notices.

Business Notices.

Business Notices.

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE.

HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSORTMENT OF SPECTACLES.

PINCE-NEZ AND EYE PRESERVES.

FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS. ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.

ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN CRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

8a, QUEEN'S ROAD CENTRAL. 2121

JAPAN COALS.

MITSUI BUSSAN KAISHA

(MITSUI & CO.).

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—24, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maidzuru, Miike Hakodate Taipeh &c.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotana, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara, and other Coals.

S. MINAMI, *Manager*, Hongkong.

Hongkong, May 31, 1904. 1115

Milkmaid

BRAND

Milk

Guaranteed

Full Cream.

TRADE MARK.

Largest Sale in the World.

I RESTORE STRENGTH

Thousands of men are mere pigmies of what nature intended them, backward, over sensitive, fearing to venture, delicate, easily discouraged, short of breath, weak nerved, lacking the grit, the "sand" which is the possession of vigorous manhood. They need Electricity, which is animal vitality. It is the foundation of all vigor. It is the fuel to the engine which runs the human machine. Electricity, as I apply it, is a source of new life to all parts of the body. My

Dr. McLaughlin's Electro-Vigor

Restores the snap, the vim and vigor of youth. Any man who wears it can be a giant in mental and physical development. Men, are you weak, have you pains in the back, varicocele, weak stomach, constipation, lumbago, rheumatism, enlarged prostate gland, or any of the results of early mistakes, excesses or over work? My method of applying Electricity while you sleep at night will cure you. It fills the nerves with the fire of life

For twenty years I have studied Electricity as applied for the upbuilding of manly strength, and my method of treatment, now tried and successful, is the result of my study and experience.

Electricity is life to the weak parts and to the nerves of the body. They cannot live without it. Get back the power and make yourself a man among men.

COME AND TEST IT—FREE—A free test will be given to all who can call at my office between 9 a.m. and 5.30 p.m. daily, Sunday 10 to 1. In this way I propose to convince those people who wish proof of the merit possessed by my method of the treatment. I will convince you that it is a success and will cure you, even after everything else has failed. Call at once.

Write To-day for My Free Illustrated Book and Full Information.

Dr McLAUGHLIN'S book is published for free distribution to those interested in the development of vigorous health in men and women. It is profusely illustrated and describes my method of treatment and appliances.
Send sealed, free, on request. Send for it to-day. Cut out this ad.

Dr. M. A. McLaughlin Co.,
10, QUEEN'S ROAD CENTRAL, HONGKONG.

BRANCH: Corner of NANKING and KIANGSE ROADS, SHANGHAI
OFFICE HOURS: 9 A.M. TO 5 P.M., SUNDAYS, 10 TO 1.

Intimations.

MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI,' which applies to all Branch Offices and Hongkong and Shanghai Agencies.

ABC 5TH EDITION, WESTERN UNION CODES USED.

ALL LETTERS ADDRESSED MANAGER, MITSU BISHI CO., WITH NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenals; the Imperial Railway; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinnew, Namazuta and Kami-Yamada Collieries, and also Hojo Colliery, which will be ready to produce on a large scale the best Buzon Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the EAST is now produced in abundance and can be supplied in any quantity.

Hongkong, April 25, 1904. 777

Intimations.

EOTHEN MARK LODGE—No. 264.

A REGULAR MEETING of the EOTHEN MARK LODGE will be held at the FREEMASONS' HALL on FRIDAY, the 28th Instant, at 5 for 5.30 p.m. precisely. VISITING BRETHREN are cordially INVITED to attend.

Hongkong, October 22, 1904. 1901

GOVERNMENT NOTIFICATION.

IT IS HEREBY NOTIFIED that on and after 30th October, 1904, the time of 120° East Longitude will be adopted in this Colony.

The effect of this will be that local time will be advanced by 23' 16"

By Command,
F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, October 17, 1904. 1872

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out on the 25th, 27th, and 28th October, 1904, from the Northern end of a ridge to the East of Smugglers Pass in a North-Westerly direction towards Tai Mo Shan.

Practice will commence at 9 a.m. daily.

L. BARNES-LAWRENCE,
Harbour Master, &c.

Harbour Department,
Hongkong, October 18, 1904. 1875

NOTICE.

A MEETING of HIS MAJESTY'S JUSTICES of the PEACE will be held at the Magistracy, on TUESDAY, the 1st November, 1904, at 2.15 P.M., to consider the following application:—

From one ADOLPH FREIMANN for the transfer of his Publican's Licence to sell and retail intoxicating Liquors on the premises situated at Nos. 332 and 334, Queen's Road Central, under the Sign of 'THE LAND WE LIVE IN HOTEL,' to one BERNAT COHEN.

H. H. J. GOMPERTZ,
Police Magistrate.

Magistracy,
Hongkong, October 14, 1904. 1910

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of $35 per Share for the year 1903, equivalent to 35% on the paid-up Capital of $100 per Share, has been Declared.

WARRANTS will be issued on the 21st October.

By Order of the Board,
C. MONTAGUE EDE,
Acting Secretary.

Hongkong, October 20, 1904. 1888

THAT BEAUTY IS ONLY SKIN DEEP IS AN ACKNOWLEDGED FACT

THE PREPARATIONS OF

Mrs ELLEN, SKIN SPECIALIST,

BRIGHTON, England, are unsurpassed for Creating, Restoring, and Preserving Beauty. Their application impart to the Face, Neck and Arms a Delicate Softness, the Fresh Tints of Health and the Glour of Flowers. To preserve her beauty is the natural ambition of every woman of culture. The CREAM, POWDER and LOTIONS prepared by Mrs ELLEN herself are not only quite harmless, but being natural skin nutrients, are distinctly beneficial.

SOLE AGENTS:
A. S. WATSON & Co., LTD.,
Hongkong Dispensary.

Hongkong, September 26, 1904. 1754

PURE LINSEED OIL

Awarded Bronze Medal at the Paris Exhibition, 1900.

Gold Medal at the Indian Industrial Exhibition 1898, 1900 & 1901.

MANUFACTURED BY

THE GOUREPORE CO., LD.

CALCUTTA,

Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.

W. R. LOXLEY & CO.,
Sole Agents,
HONGKONG.

Cable Address 'LOXLEY,' Hongkong.

Hongkong, July 22, 1903. 1519

CHRISTMAS GREETINGS IN ADVANCE.

AN Early Opportunity to those Wishing to Send GREETINGS to their RELATIVES and FRIENDS AT HOME.

I have just Opened a Parcel of RAPHEL TUCK & SONS' XMAS and NEW YEAR'S CARDS of various pretty designs and descriptions. Specially Selected to suit the taste of Young and Old.

Moderate Prices and as usual 10% discount for Cash.

INSPECTION EARNESTLY SOLICITED.

H. RUTTONJEE,
No. 5, D'Aguilar Street,
and
36 to 38, Elgin Road, Kowloon.

Hongkong, October 18, 1904. 1487

Intimations.

Hongkong, September 28, 1904. 1376

To Let.

TO LET.

IN ELGIN ROAD, Kowloon, Close to Ferry, Residential Flats with Two ROOMS and BATHROOM and KITCHEN attached.

Also

No. 5, D'AGUILAR STREET, Hongkong, 1st FLOOR. Rents very Moderate.

For particulars, apply to

H. RUTTONJEE,
No. 5, D'Aguilar Street,
and
36 to 38, Elgin Rd., Kowloon.

Hongkong, September 19, 1904. 1790

TO LET.

SPACIOUS GODOWN, No. 108, PRAYA EAST.

Apply to
TANG KING FU,
104, Hollywood Road.

Hongkong, September 24, 1904. 1746

TO LET.

A HOUSE in WONG NEI CHONG ROAD.

No. 1, RIPON TERRACE, in FLATS.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES, in Course of Erection, CONNAUGHT ROAD (near Blake Pier).

GODOWNS PRAYA EAST.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, October 12, 1904. 1786

TO LET.

THE Whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, formerly known as the Alexandra House, opposite the Post Office. Also ROOMS or OFFICES on the FIRST FLOOR of the same Address.

Apply to
YEE SANG FAT,
34, Queen's Road Central.

Hongkong, October 14, 1904. 1854

TO LET.

SPACIOUS GODOWN, No. 107 A, PRAYA EAST.

Apply to
TANG YUEN CHEONG TUNG KEE,
103, Wanchai Road.

Hongkong, September 28, 1904. 1786

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905.

MODERATE RENTALS.

Apply to
HUMPHREYS' ESTATE & FINANCE CO., LTD.

Hongkong, October 5, 1904. 8

TO LET.

A LARGE OFFICE on GROUND FLOOR of No. 2, WYNDHAM STREET. Possession 1st August, 1904.

Apply to
THE SECRETARY,
The Bowling Club, Ld.

Hongkong, July 13, 1904. 1791

TO LET.

NO. 1, STEWART TERRACE, The Peak.

Apply to
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LD.

Hongkong, March 26, 1904. 1735

TO LET.

IN KNUTSFORD TERRACE, Two Well Furnished Front BEDROOMS; with Board.

Apply to 'M. E.,'
Care of 'CHINA MAIL' Office.

Hongkong, October 1, 1904. 1799

TO LET.

2 NEW HOUSES, To Let, in CASTLE ROAD.

Apply to
SAM WANG & CO., LD.,
81, Queen's Road Central.

Hongkong, October 22, 1904. 1906

To Let.

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East. Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to
JARDINE, MATHESON & CO.,

Hongkong, August 6, 1904. 1784

TO LET.

FINE LARGE STORE, in QUEEN'S ROAD CENTRAL. Most Central Position.

Apply 'Z.,
Care of 'CHINA MAIL' Office.

Hongkong, September 5, 1904. 1783

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, June 16, 1904. 1787

HONGKONG CLUB.

TO LET.

A SUITE of 2 ROOMS, on the Ground-floor of the Annex, suitable for Offices.

For Particulars, apply to the Undersigned.

C. H. GRACE,
Secretary.

Hongkong, June 2, 1904. 1788

TAI WOO.

PHOTOGRAPHER and PORTRAIT PAINTER, FRAME MAKER.

LANDSCAPES, PICTURES & VIEWS FOR SALE.

No. 3², 2ND FLOOR, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, September 3, 1904. 1628

A LING & CO.,

FURNITURE STORE,

AND

FOOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, September 3, 1904. 1627

WANG HING & CO.,

DEALER IN

JEWELLERY and LACQUERED WARE.

No. 71, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, August 29, 1904. 1582

KWONG TY CHEONG,

LATE OF No. 47, QUEEN'S ROAD CENTRAL.

CHINESE & JAPANESE CURIO DEALER.

PRICES VERY MODERATE.

8, D'AGUILAR STREET HONGKONG.

Hongkong, October 20, 1904. 1886

NAM SING,

U. S. ARMY TAILOR,

47, QUEEN'S ROAD CENTRAL.

BRAND NEW STOCK IN HAND.

Hongkong, September 3, 1904. 1630

QUONG HING LUNG,

FIRST-CLASS

Tailor and Outfitter.

30 YEARS' EXPERIENCE IN U.S.A.

UP-TO-DATE CUTTER.

PERFECT FIT GUARANTEED.

FANCY GOODS DEALER

PRICES VERY LOW.

No. 96, Queen's Road Central, Hongkong.

Hongkong, September 14, 1904. 1510

JUST ESTABLISHED.

WING SUN & CO.

No. 54, QUEEN'S ROAD CENTRAL (Premises formerly occupied by Messrs. G. J. GAUTT & Co.),

High-class Tailors & Outfitters, Shirt and Breeches Makers.

FIT, Quality, Workmanship Guaranteed.

PRICES VERY MODERATE.

NOW SHOWING.—New Lots of SUITINGS, VEST PIECES, FANCIES, UNDERWEAR, WALKING STICKS, Boots and Shoes, &c., &c.

INSPECTION INVITED.

TELEPHONE No. 487.

Hongkong, August 4, 1904. 1499

WHY 17,000 RUSSIANS CAN FIGHT 100,000 JAPANESE AT PORT ARTHUR.

Port Arthur lies in a sort of natural amphitheater, surrounded by many hills, each of which is said to be over five hundred feet high. On the summits of these hills the Russians have erected chains of fortifications which constitute the defenses of Port Arthur on the land side. The character of these fortifications, the caliber of guns with which they are provided, and the amount of ammunition still at the disposal of General Stoessel comprise the factors in the problem of Port Arthur upon which all European speculations regarding the fall of the place are based. There seems to be a general agreement that Port Arthur is not adequately provisioned.

Last June, according to the London *Mail*, the Russian garrison at Port Arthur, excluding non-effectives, amounted to 28,000 men. This number had been diminished to 24,000 by July, according to the London *Times*, while to-day, thinks both these authorities, General Stoessel's effectives can not exceed 17,000 men, if so many. The Japanese army of investment, on the other hand, has steadily grown, French and English military experts placing it at 100,000 men. The *Figaro* (Paris) gives the Japanese total as only 90,000, however. The *Matin* (Paris), said there were 35,000 Russian troops in Port Arthur three weeks ago, but this must be an overestimate, say English papers.

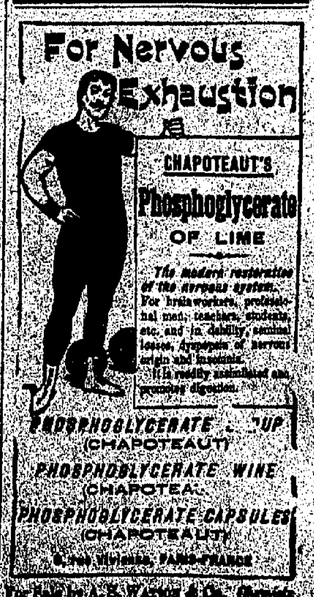
That cautious and unbiased military organ, the Vienna *Reichswehr*, still contends that Japan is not strong enough to rush Port Arthur by assault and move upon Kuropatkin simultaneously. If Port Arthur is properly invested for assault, the pressure upon Kuropatkin must have been relaxed. But if Kuropatkin is being hard pressed, then Port Arthur will have to wait. The defenses of the place, planned by a great Russian engineer, rather than the desperate character of the resistance, are responsible for this.

The Japanese, it would appear, have worked their way up to the hill forts immediately around the town. 'On every one of these hills are semiclosed works,' says the London *Times*; 'that is to say, forts whose fronts toward the enemy on the land side are hidden and protected by mounds or parapets of earth, while their gorges, or sides away from the enemy, are closed by masonry walls inaccessible to scaling-ladders and provided with slits or embrasures for the defenders to fire through.' Very deep ditches protect these defenses, and another special feature is a series of projecting turrets of masonry. 'These are sunk deep in the earth so as to be immune from the bursting shells of the enemy, and in them are placed quick-firing guns which sweep the ditches with a hail of iron projectiles.' The works thus erected on the fifteen hills fall into groups with interdependent areas of action, designed partly to prevent a particular sector from being taken in reverse, and partly to enable one group, if captured, to be raked by fire from a neighboring group. This feature of the fortifications explains why the Russians have been able to recapture positions lost once or twice to the Japanese. The London *Mail* does not conceal its admiration:

'The Russians are determined to fight to the bitter end—and bitter indeed it can not fail to be. Perhaps no other line of action was to be expected of them, and it sensibly heightens the already poignant interest with which the whole world waits on the closing scenes of the tragic drama. There is ever something intensely moving in the thought of brave men, with their backs to the wall, making their last heroic stand, and it is impossible to consider the position of the Russians without sympathy . . . . . .

'Yet the task of the Japanese is appallingly difficult. Imagination halts before the final catastrophes—the storming, with necessarily enormous loss of life, of the main forts which have not yet been taken, and then the forcing of the last defenses; for several days, perhaps many, of blood poured out like water must elapse before the fall of Port Arthur passes for the second time into history.'

The French experts admit that the fall of Port Arthur can now be averted only by a military miracle, but they contend that the



For Sale by A. S. Watson & Co., Chemists.

BRETEL FRÈRES' BUTTER — THE BEST IN THE WORLD

To be had in all respectable wholesale and retail provision Import Houses

catastrophe may be delayed for an appreciable time yet. The Japanese, says the Paris *Temps*, have simply decided to subject the Russians to a strain which flesh and blood can not endure. It points out that the defenders at the guns must be supplied with ammunition and eatables, that hundreds are being killed and that the nearer the Japanese come the more terrible must be the slaughter. The ditches have once or twice, its despatches say, been heaped with Japanese dead and wounded. Says the *Figaro*:

'It is perfectly true that the Japanese have seized all the outlying positions, and not very distant from the heart of the place. At the same time, the most difficult, if not the longest, task remains for them to accomplish. The main line of defense, the best armed and the most arduous to approach, has not yet been penetrated. Behind it the Russians, who are great earth-builders, have further organized several successive lines which they are determined to defend obstinately.

'Hence we believe that the Japanese are not yet at the end of their labors. They have already lost men in the numerous combats they have undertaken in the past three months to get near the place. They will yet endure further losses in the attack upon the last positions. . . . . .

'To sum up, while admitting that the Nippons have already made great progress, we are of opinion that the situation is not so critical as certain manifestly partial despatches would lead one to imagine. The only thing that could hasten the fall of the place would be failure of ammunition'. —*The Literary Digest.*

WIND FORCE AT HIGH ALTITUDES.

Experiments with kites flown from steamers on the Mediterranean show that there, as in Denmark and France, the wind frequently drops at an altitude of about 500 or 1000 metres; this was not solely with a high barometer, as had at first been thought. It seemed sometimes as if the kites were stopped by a ceiling, and they had fallen from heights of 1000 metres. At about 3000 metres, the wind would usually become fairly constant; sometimes the wind force undulated, giving regular wave-curves of a period of two hours. The weather was often more changeable at a certain height than on the surface. Isolated low-pressure areas vanish at high elevation, and the upper atmosphere, say above 4000 metres, has a general drift to the east along the average isotherms, in accordance with Hildebrandsson's cloud observations, while the lower, and much more disturbed atmosphere would, if it acted alone, drift to the west, also approximately along the isotherms. Kites have been flown from February to June, 1904, at Oxshott, on days appointed by the International Aeronautical Committee whenever the wind force exceeded No. 6 on the Beaufort scale. For six weeks after the middle of June the Admiralty placed H.M.S. *Seahorse*, 600 tons, 1000 horse-power, at the disposal of Mr Dines in his valuable observatories near Cripan Canal; heights of of 8500 ft. have three times been reached. The dropping of the wind, already mentioned, has been noticed. The German Emperor, says *Engineering*, has now a kite installation on his yacht *Sleipnir*.

At the Tring Agricultural Show the King secured two first prizes, one for the shire filly Dunsmore Nightingale, and the other for the heifer Lady Countess.

In the Natal High Court two Boers, father and son, have just made good their claim to a sum of £723, hidden by them before the war, and handed over to the Government by the natives.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

Dep.		Steamer.	Destination.	Mail due London about.		Due.	
Oct.	26	G. M. S. Zienten	Bremen	Nov.	25	Dec.	6
Nov.	1	M. M.	Marseilles	,,	30	,,	29
,,	5	P. & O. Coromandel	London	Dec.	4	,,	11
,,	9	G. M. S. Prinze Alice	Hamburg	—		,,	20
,,	19	P. & O. Simla	London	—		,,	25
,,	23	G. M. S. Prinz Regent Luitpold	Hamburg	—		—	
,,	29	M. M.	Marseilles	Dec.	28	Dec.	27
Dec.	3	P. & O. Chusan	London	Jan.	1	Jan.	8
,,	7	G. M. S. Preussen	Hamburg	—		,,	17
,,	17	P. & O. Nubia	London	,,	15	,,	22
,,	21	G. M. S. Prinz Eitel Friedrich	Hamburg	—		,,	31
,,	27	M. M.	Marseilles	,,	25	,,	24
,,	31	P. & O. Bengal	London	,,	29	Feb.	5

AMERICAN MAIL.

Dep.		Steamer.	Destination.	Due.	
Oct.	27	P. & A. Numantia	Portland, O.	—	
,,	29	N. P. L. Lyra	Tacoma	—	
Nov.	1	do. Korea	San Francisco	,,	29
,,	10	do. Gaelic	do.	Dec.	9
,,	19	P. & A. Arabia	Portland, O.	—	
,,	22	P. M. S. Mongolia	San Francisco	,,	20
Dec.	3	do. China	do.	,,	31
				1905	
,,	15	do. Doric	do.	Jan.	13
,,	27	do. Siberia	do.	,,	24
1905					
Jan.	7	do. Coptic	do.	Feb.	4
,,	19	do. Korea	do.	,,	17
,,	31	do. Gaelic	do.	,,	28
Feb.	11	do. Mongolia	do.	Mar.	11

CANADIAN MAIL.

Dep.		Steamer.	Destination.	Due.	
Nov.	2	C. P. R. Tartar	Vancouver.	Nov.	26
,,	16	do. Empress of India	do.	Dec.	7
				1905	
Dec.	14	do. Empress of Japan	do.	Jan.	4
,,	28	do. Athenian	do.	,,	21
1905					
Jan.	11	do. Empress of China	do.	Feb.	2
,,	25	do. Tartar	do.	,,	18
Feb.	8	do. Empress of India	do.	Mar.	1

AUSTRALIAN MAIL.

Dep.		Steamer.	Destination.	Due.	
Oct.	27	C. N. Taiyuan	Sydney.	Nov.	17
Nov.	16	E. & A. Empire	do.	Dec.	7
,,	16	C. N. Tsinan	do.	,,	9
				1905	
Dec.	9	C. N. Changsha	do.	Jan.	1
,,	14	E. & A. Eastern	do	,,	4
,,	26	C. N. Chingtu	do.	,,	18
1905					
Jan.	11	E. & A. Australian	do.	Feb.	1
,,	20	C. N. Taiyuan	do.	,,	12
Feb.	8	E. & A. Empire	do.	Mar.	1
,,	11	C. N. Tsinan	do.	,,	5
Mar.	8	E. & A. Eastern	do.	,,	29
April	5	,, Australian	do.	April	26
May	3	,, Empire	do.	May	24

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY,

the 27th October, 1904, commencing at 2.30 P.M., at his SALES ROOMS, DUDDELL STREET,—

A SELECTION OF CLOISONNE and SATSUMA WARE, IVORY CARVINGS and SILK EMBROIDERIES, &c., &c.

TERMS:—Cash on delivery.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, October 25, 1904. 1899

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs F. BLACKHEAD & Co., to Sell by Public Auction, on

THURSDAY,

the 27th October, 1904, commencing at 11 A.M., at their Late Premises, (16, DES VŒUX ROAD CENTRAL),—

A QUANTITY OF PACKING, OLD STORES AND STORE FIXTURES, &c., &c.

Terms:—Cash on delivery.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, October 24, 1904. 1909

PUBLIC AUCTION.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 31st day of October, 1904, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at To-kwa Wan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Particulars of the Lot.

Registry No. of Sale.	Locality.	Boundary Measurements. N.E.	S.W.	S.E.	N.W.	Contents in Square Feet.	Annual Rent.	Upset Price.
		ft.	ft.	ft.	ft.		$	$
1	Kowloon, Marine Lot No. 95. To-kwa Wan.	350	350	400	400	140,000	806	21,000

1902

APPLY FOR

THE ANGLO-AMERICAN STORE'S LATEST PRICE LIST OF GROCERIES, etc., etc., etc.

Hongkong, Wellington Street, Kowloon, 63 & 64, Elgin Road.

Hongkong, September 17, 1904. 697

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF $10 EACH.

SHARE CERTIFICATES will be ready for delivery on and after the 20th Instant, and may be obtained on application at the COMPANY'S OFFICES, Alexandra Buildings, in Exchange for Hongkong and Shanghai Banking Corporation's Receipt.

JOHN D. HUMPHREYS & SON, *General Managers.*

Hongkong, October 19, 1904. 1881

THE BEST GIFT

FOR THE WIFE

IS A

SINGER SEWING MACHINE.

Come and be convinced.

SHOWROOMS: 1, WYNDHAM STREET.

Hongkong, October 3, 1904. 1262

MESSRS COOPER & CO.

TAILORS, DRAPERS & OUTFITTERS

BEG to announce that having engaged the Services of a COMPETENT CUTTER, with a thorough knowledge and experience of Gents' Requirements, they are now in a position to undertake all Orders for every description of Tailoring Work and a Correct Fit and Style Guaranteed.

Every Requisite for Gents' Wear and personal use supplied at the most Reasonable Prices.

A Trial Order Earnestly Solicited.

Hongkong, September 8, 1904. 1459

MEE CHEUNG,

HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateur.

ENLARGEMENTS A SPECIAL FEATURE.

BRANCH HONGKONG HOTEL CORRIDOR.

1587

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION. (Opposite Connaught House). No. 10, QUEEN'S ROAD CENTRAL. MODERATE CHARGES.

MRS WATLING, *Proprietress.*

Hongkong, July 27, 1904. 1374

BOARD AND RESIDENCE.

2, BARROW TERRACE, Kowloon. Elegantly FURNISHED ROOMS. Apply on the premises, to MRS GRUNBERG.

Hongkong, July 13, 1904. 1287

SIEN TING, *Surgeon Dentist,* No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, April 24, 1900. 625

His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	1700	12	3000	Comdr Richard M. Harbord	Hongkong
†Albion	battleship, 1st class	12,950	42	13,500	Captain Sydney R Fremantle	Weihaiwei
Algerine	sloop	1050	6	1400	Commander R Nugent	Japan
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt Charles Windham, C.V.O	Weihaiwei
Andromeda	cruiser, 1st class	11,000	16	16,500	Capt. R. N. Ommanney	Weihaiwei
Bramble	gunboat, 1st class	710	6	1200	Lieut.-Com O M Makins	Yangtsze
Britomart	gunboat, 1st class	710	6	1200	Lieut.-Comdr. T D. Pratt	Weihaiwei
Centurion	battleship, 1st class	10,000	14	13,000	Captain Fegan	Weihaiwei
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Cherub	water tank and tug	390	—	350	———	Hongkong
Espiègle	sloop	1070	10	1400	Comdr. Ernest Barton	Singapore
Fame	torpedo boat destroyer	360	6	5700	Lieut.-Comdr Asser	Hongkong
Fearless	cruiser, 3rd class	1580	12	2200	Comdr. P. V. Lewes, D S.O.	Shanghai
*Glory	battleship, 1st class	12,950	16	13,500	Captain Hon. Walter G. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4000	———	Weihaiwei
Humber	storeship	1640	—	800	Lieut.-Comdr. P. M. Riadore	Hongkong
Iphigenia	cruiser, 3rd class	3600	17	9000	Captain W. B. Fauckner	Shanghai
Janus	torpedo boat destroyer	280	6	3900	Lieut.-Comdr A. Gregory	Weihaiwei
Kinsha	river gunboat	—	4	—	Lt.-Comdr. C. P Metcalfe	Yangtsze
Leviathan	cruiser, 1st class	14,100	18	31,592	Captain Francis G. Kirby	Weihaiwei
Moorhen	river gunboat	180	2	300	Lt.-Comdr. F. B Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T G. Crest	Weihaiwei
Otter	torpedo boat destroyer	350	6	6300	Reserve	Hongkong
Phœnix	sloop	1015	6	1400	Commander John Nicholas	Chemulpo
Rambler	Surveying-vessel	835	6	650	Comdr. C. E. Mouro	Lebuan
Rinaldo	sloop	980	10	1400	Com. D. St. A Wake	Shanghai
Robin	river gunboat	85	2	240	Lt.-Com. R. E. Vaughan	West River
Rosario	sloop	980	6	1400	Comdr. Vivian	Manila
Sandpiper	river gunboat	85	2	240	Lt.-Com. H. T Attay	West River
Sirius	cruiser, 2nd class	3600	8	9000	Capt. C. H H. Moore	Shanghai
Snipe	river gunboat	85	2	240	Lt.-Comdr. Davidson	Yangtsze
Taku	torpedo boat destroyer	250	6	6500	Lieut.-Comdr. Craufurd	Hongkong
Tamar	receiving ship	4650	8	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. E. Y. Dugmore	Yangtsze
Thetis	cruiser, 2nd class	3400	8	9000	Capt. J. A. C. Wilkinson	Shanghai
Tweed	coast defence gunboat	363	3	200	Lieut.-Comdr. R. H. Keate	Yangtsze
Vengeance	battleship, 1st class	12,950	16	13,500	Capt. Leslie Stuart, C.M.G.	Hongkong
Vestal	sloop	980	6	1400	Comdr. S. St. John Farquhar,	Shanghai
Virago	torpedo boat destroyer	355	6	6300	Reserve	Hongkong
Waterwitch	surveying ship	690	—	450	Comdr. Ernest C. Hardy	Weihaiwei
Whiting	torpedo boat destroyer	360	6	5900	In Reserve	Hongkong
Woodcock	river gunboat	150	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtsze
Woodlark	river gunboat	150	2	500	Lieut.-Com. Wason	Upper Yangtsze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Gruzenberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirtl	Shanghai
Achéron	French armoured gunboat	1796	10	1700	Comdr. Laferriere	Saigon
Alouette	French gunboat	300	7	400	Lieut. A. Varney	Saigon
Argus	French gunboat	123	—	500	Lieut. Crespin	Canton
Aspic	French gunboat	475	3	450	Lieut. Journet	Saigon
Avalanche	French gunboat	140	5	150	———	Haiphong
Bengali	French gunboat	580	6	400	———	Saigon
Bugeaud	French cruiser	3740	29	9000	Capt. Lefèvre	Saigon
Casse-tete	French gunboat	140	5	150	———	Haiphong
*Châteaurenault	French cruiser	8018	18	17,000	Captain V. Poidloue	Woosung
Comete	French gunboat	525	4	438	Commander Louel	Haiphong
Decidée	French gunboat	690	10	900	Commander L'East	Saigon
D'Assas	French cruiser	4000	31	9500	———	Saigon
Estoc	French gunboat	—	—	—	———	Haiphong
Froude	French destroyer	350	7	303	Lieut. Jehenne	Canton
Gueydon	French cruiser	9376	36	20,200	———	Shanghai
Henri Riviere	French gunboat	—	—	—	———	Haiphong
Javeline	French destroyer	307	7	300	Lieut.-Comdr. Beaussant	Canton
Kersaint	French gunboat	1250	6	2200	Commander Le Golleur	Shanghai
†Montcalm	French cruiser	9700	12	19,600	Captain Cros	Hongkong
Olry	French gunboat	—	—	—	Capt. Hourst	Yangtsze
Pascal	French cruiser	4015	27	8500	Comdr. Sennes	Hongay
Redoutable	French cruiser	9437	8	6071	———	Saigon
Styx	French cruiser	1796	10	1700	Capt. Vincent	Saigon
Sully	French cruiser	9856	—	20,000	Captain Guiberteau	Shanghai
Surprise	French gunboat	629	2	900	Lieut. Holgue	Shanghai
Takiang	French gunboat	—	—	—	———	Yangtsze
Vauban	French cruiser	6150	23	4560	Captain Blondel	Along Bay
Vigilante	French gunboat	123	7	500	Lieut. Carol	Canton
Bussard	German cruiser	1857	15	2900	Comdr. Huss	———
Fürst Bismarck	German flagship	11,000	36	14,000	Captain Prowe	Woosung
Geier	German cruiser	1776	15	2960	Comdr. von Studnitz	Shanghai
Hansa	German cruiser	8230	34	10,000	Capt. Weber	Hongkong
Hertha	German cruiser	6500	37	10,000	Capt. Baron Schimmelmann	Kiautschou
Iltis	German gunboat	1000	10	1300	Comdr. Baron von M. Hüllessem	Nanking
Jaguar	German gunboat	900	10	1300	Comdr. Wilbrandt	Shanghai
Luchs	German gunboat	850	10	1344	Comdr. Kroencke	Shanghai
Möwe	German gunboat	1009	8	875	Comdr. von Grumbkow	Manila
Seeadler	German cruiser	1640	15	2800	Comdr. Persius	Shanghai
Thetis	German cruiser	2660	24	8000	Captain Voit	Shanghai
Tiger	German gunboat	900	10	1300	Comdr. Deimling	———
Tsingtau	German gunboat	170	5	1300	Comdr. Giebber	Canton
Vorwarts	German gunboat	—	3	500	Lieut. Scharf	Shanghai
Elba	Italian cruiser	2300	10	7471	Captain Bores Rizzi	———
Marco Polo	Italian cruiser	3600	—	—	Captain Presbitero	Shanghai
Puglia	Italian cruiser	2498	29	7000	Capt. Pescetto	Shanghai
Adamastor	Portuguese cruiser	1950	14	4000	Captain d'Antas Ribeiro	Shanghai
Diu	Portuguese gunboat	720	—	—	Captain Coutinho	Macao
Vasco de Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	Shanghai
Aleout	Russian gunboat	810	6	730	Comdr. Guinter	Vladivostock
Amaur	Russian cruiser	2600	5	4700	Comdr. Gramatchickoff	Port Arthur
Askold	Russian cruiser	6000	27	24,000	Capt. Reitzenstein	Shanghai
Bayan	Russian cruiser	7800	10	16,500	———	Port Arthur
Bobre	Russian gunboat	1050	8	1150	Comdr. Erjeckovitch	———
Bogatyr	Russian cruiser	6640	12	19,500	———	———
Diana	Russian cruiser	6731	6	8000	———	Saigon
Djighit	Russian gunboat	1456	3	1700	Capt. Nasarowsky	Port Arthur
Gaidamak	Russian gunboat	500	2	3500	Comdr. Youriefl	Port Arthur
Gremiastchy	Russian gunboat	1490	6	2000	Comdr. Zagaranaky	———
Gromobol	Russian cruiser	12,364	44	14,500	Captain Jessen	Vladivostock
Guiliak	Russian gunboat	1000	6	1000	Comdr. Shumoff	———
Mandjour	Russian gunboat	1224	7	1400	Commander Crown	Shanghai
Novik	Russian cruiser	3000	6	17,000	———	Shangalein
Otvajny	Russian gunboat	1490	6	2000	Comdr. Vasiliefl	Port Arthur
Peresviet	Russian battleship	12,674	15	14,500	Captain Koroleff	———
Potropavlovsk	Russian battleship	10,960	16	10,600	Captain Jakovleff	———
Pobeda	Russian battleship	12,674	15	14,500	Capt. Zatzarcleng	Damaged
Poltava	Russian battleship	10,960	16	10,600	Captain Oseroff	Port Arthur
Rasboynlex	Russian cruiser	1334	10	1766	Comdr. Iiven	Port Arthur
Retvizan	Russian battleship	12,902	16	16,000	———	Port Arthur
Rossia	Russian protected cruiser	12,200	68	17,000	Captain Sepelrennipoff	Vladivostock
Rurik	Russian protected cruiser	10,323	26	13,250	Capt. Matusevich	———
Sevastopol	Russian battleship	10,960	16	10,600	Captain Serebrennikoff	Port Arthur
Silatch	Russian gunboat	950	2	1125	Lieut.-Comdr. Iwanoff	Port Arthur
Vsadnik	Russian gunboat	500	2	3300	Comdr. Zagorianoky-Kissel	Port Arthur
Zabiyaka	Russian cruiser	1230	15	1194	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	3769	23	7500	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1000	12	1227	Capt. Rohrer	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. G. Williams	Hongkong
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Hongkong
Callao	U. S. gunboat	238	10	600	Lieut. Diamaker	Canton
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. K. P. Jessop	Hongkong
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Shanghai
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. H. E. Arnold	Hongkong
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Hongkong
Elcano	U. S. gunboat	560	10	6000	Lt.-Comdr. J. Hood	Shanghai
Helena	U. S. gunboat	1392	8	1988	Comdr. P. R. Sawyer	Canton
Monadnock	U. S. monitor	3990	6	8000	Captain Mahan	Shanghai
Monterey	U. S. monitor	4084	4	5244	Comdr. J. B. Milben	Cavite
New Orleans	U. S. cruiser	3437	20	7500	Commander G. E. Harber	Shanghai
Oregon	U. S. cruiser	10,288	45	11,111	Captain Burwell	Shanghai
Pampanga	U. S. gunboat	201	3	250	Ensign J. E. Bass	Cavite
Paragua	U. S. gunboat	201	3	250	Capt. Bennett	Cavite
Rainbow	U. S. cruiser	4000	14	———	Capt. J. H. Collins	Manila
Raleigh	U. S. cruiser	3213	18	7500	Comdr. Marshall	Shanghai
San Francisco	U. S. cruiser	4098	27	9913	Captain Very	Manila
Vicksburg	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Villalobos	U. S. gunboat	347	3	590	Lieut. H. A Wiley	Shanghai
Wilmington	U. S. gunboat	1397	8	1894	Commander A. W. Dodd	Manila
Wisconsin	U. S. flagship	12,000	50	12,609	Captain Clover	Shanghai

Flagship of Rear-Admiral Faildet.

There is also a Philippines U.S. Squadron.

* Flagship of Rear-Admiral de Jonquières.

† Flagship of Vice-Admiral Bayle.

MEMOS. FOR TO-MORROW.

Meeting.

9 p.m.—Meeting of Kowloon Cricket Club at Seamen's Institute.

General Memoranda.

THURSDAY, October 27:—
9 a.m.—Military Gun Practice.
11 a.m.—Auction of Packing, Old Stores and Store Fixtures, &c., at 16, Des Vœux Road Central.
2.30 p.m.—Auction of Cloisonne and Satsuma Ware, &c., at Mr Geo. P. Lammert's Sales Rooms.

FRIDAY, October 28:—
5.30 p.m.—Meeting of Eothen Mark Lodge.
Goods per *Sinla* not cleared at 4 p.m. on this date subject to rent.

SUNDAY, October 30:—
Goods per *Tyipanas* undelivered after this date subject to rent.

MONDAY, October 31:—
3 p.m.—Auction of Crown Land at the Public Works Department's Offices.

TUESDAY, November 1:—
2.15 p.m.—Meeting of His Majesty's Justices of Peace at Magistracy.
9 p.m.—Meeting of Zetland Lodge.

BIRTHS.

On October 17, at No. 11, Carter Road, Shanghai the wife of P. WITKOWSKI, of a Son.

On October 16, at No. 4, Amoy Road, Shanghai, the wife of J. A. CHANDLER, of a Son.

At Moji, on September 20, the wife of ROHDEN, of a Son.

On October 15, at 12, Ward Road, Shanghai, the wife of F. C. ARMISTEAD, of a Daughter.

On October 8, at Chungking, West China, the wife of LEONARD WIGHAM, of a Son.

On October 20, at the residence of Capt. Isman, 30, Seward Road, Shanghai, the wife of HARRY WRIGHT, of the Woosung Forts Hotel, of a Son.

MARRIAGES.

On October 17, at Holy Trinity Cathedral, Shanghai, CHARLES CHEESMAN, of the English Baptist Mission, Shensi, to LOUISA WALSH, second daughter of William Walsh, Belvedere.

On October 19, at H.I.G.M.'s Consulate-General, MATTHIAS F. LAND to EMMA FRANCIS HAHN.

On October 12, at Yokohama, JOHN, second son of the late John Adamson, of St. Andrews, Fifeshire, Scotland, to AMY, eldest daughter of the late S. Mendelson, of San Francisco, and Mrs Mendelson of Yokohama.

On October, 17 at Holy Trinity Cathedral, Shanghai, THOMAS EDMUND LOWER, of the English Baptist Mission, Shansi, to MARGARET GERTRUDE, eldest daughter of James Morgan, Walthamstow.

RETURN THANKS.

MR SORABJEE DHUNJEEBHOY SETNA takes this opportunity of conveying his thanks to the many kind friends and sympathisers, Parsees, Indians, and Europeans (both Civil and Military) who have expressed their condolence at the sad demise of his late lamented father, Mr Dhunjeebhoy Cursetjee Setna, of Bombay.

NOTICE TO CORRESPONDENTS.

All business communications for this office should be addressed to THE MANAGER.

Communications intended for publication should be addressed to THE EDITOR, and not to any person by name.

We cannot undertake to return rejected communications.

Any communication not accompanied by the signature of the writer will be rejected without consideration.

All communications must be legibly written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, TUESDAY, OCTOBER 25, 1904.

EDITORIAL COMMENT.

'AN INTERNATIONAL NUISANCE.'

Already the Baltic fleet has 'put its foot into it,' if such a combination can be said to have a foot. Its raid upon the harmless trawlers of the North Sea was as unexpected as it is inexplicable, and goes to show that if the fleet is allowed to proceed much further upon its journey without being thoroughly impressed with the fact that no nonsense will be tolerated it will be up to some pretty pranks as soon as it gets in the regular track of commerce and out of the way of foreign war vessels. The scouting parties it will be able to send out in search of merchantmen on the way to the East should afford sport for the fleet commanders and 'copy' for the newspapers, as well as excellent grounds for further growls from the British lion. But if a powerful fighting factor like the Baltic fleet is to be allowed to sink harmless fishing boats simply because wild rumours are abroad that the Japanese have decided to adopt daring methods of putting the various men-of-war out of the way what might they not do if they meet, on the ocean highway, a good-sized merchantman. If a tiny smack can be magnified into a deadly enemy it is impossible to estimate what monstrous magnitude a blue-funnel or a P. and O. steamer will assume in the eyes of the Admiral in command. With an exaggerated idea of the relative potency and danger of ships such as the Russian Admiral seems to have it will be advisable for the International policeman to come forth with his baton and keep a clear track for the fleet right away to Japan. Otherwise we will be having disaster on all hands. Were the matter not so serious and the object of the fleet not so important to Russia the charge of the *Standard* that it will develop into an 'international nuisance,' would be decidedly humorous. As it is the remark ought to live in history. Can anyone imagine such an appellation being given to a fleet of such large dimensions going out as the last hope of a powerful nation to wrest the laurels of victory from a foe? It is a forlorn hope, of course, but upon its failure or success in its mission the fate of great Russia hangs—and then to call it a nuisance! The very idea is grotesque: but it is painfully true. Russia handles the fleet like an overgrown baby fumbles with a double barrelled gun which it does not know is loaded. Something frightens the youngster, panic ensues and then the gun goes off with a bang and scatters death all around. The frantic state into which the fleet has apparently been thrown by the sight of the innocent fishing boats will give an idea of the moral funk that will possess it when the funnels of Japanese war ships appear in sight. What will happen in such an event is too horrible to contemplate, but it can be taken for granted that it will not be anything to Russia's credit. The Powers now have an opportunity of saying just how the fleet shall conduct itself during its cruise, and if they do not insist upon a certain line of action being rigorously followed we are bound to hear of something far more terrible taking place than was the raid on the fishing fleet. At all events anyone who is betting on the success of the Baltic fleet would be wise, to use a sporting term, to 'cry the wager off.'

LOCAL AND COAST NEWS.

The English Mail of the 24th September was delivered in London on the 22nd October.

Harmston's Circus is playing to good houses in Shanghai and is due to arrive here on November 7.

There were 275 European and 86 Chinese visitors to the City Hall Library, 112 European and 1,872 Chinese visitors to the Museum, during the week ending October 23.

It is stated that there is no foundation for the story that two of the Peking Syndicate's engineers in Honan had been killed. None of the foreign engineers has been even attacked.

Tientsin papers say that as China is collecting gold in preparation for the change in the currency, the officials are warning the people not to waste the precious metal in making ornaments andgilding Buddhas.

Six-a-side Football.

William's team defeated Boyd's by four goals to *nil* and Knyvetts' defeated Rutherford's by two goals to one yesterday.

Canton Insurance Dividend.

In our report of the meeting of the Canton Insurance Company it was stated that the dividend was $18, instead of which it should have been $17.

Twenty Japanese women and two men were lined up at the Magistracy this morning, charged with blowing away on board the s.s. *On Sang*, on her voyage from Kotchinotsu to Hongkong. They were a disreputable lot and were coolies of the lowest class. Without taking evidence they were remanded until to-morrow.

To Local Mariners.

In our advertising columns will be found two notices from the Harbour Master of Canton, notifying local mariners of the alteration in the setting of the tide-gauges and also the removal of the Northern Section of Bridge Barrier.

Rugby Football.

The Hongkong Club's Rugby Football team will play a Naval team on Happy Valley to-morrow afternoon, commencing at 4.30 p.m. The following will play for the Club:—J. A. F. Bourchier, full-back; A. W. Maddaford, J. P. Jordan, A. O. Lang and A. S. Kempthorne, three-quarters; J. Clark and A. G. H. Fletcher, halves; H. C. Sandford, P. W. Goldring, E. R. Hallifax, A. Boyd, M. R. Strover, J. Hanson, K. A. Sclanders and H. F. Chard.

New Governor of Kwangsi.

H. E. Li Ching-hsi (a nephew of the late Marquis Li Hung-Chang) who arrived at Kweilin overland from Kweichou province, on the 2nd instant, took over his seals of office from H. E. Ko Feng-shih on the 4th instant. The latter started on the next day for Wuchou en route for his new post as Governor of Kweichou province, vacated by the above noted Governor Li Ching-hsi.

Gold Mines in Hongkong!!

The Laichowfu correspondent of the *N.-C. Daily News* wrote on Oct. 14:—Recently posters were put up calling for workmen to go to Hongkong where the English, American and Chinese Governments are reported to have opened gold-mines. The terms were exceedingly liberal: travelling expenses, and $20 in advance to be paid to the family of every man accepting work. A good many workmen have gone to Hongkong or elsewhere. It is rumoured here now that they have probably gone elsewhere. Nobody knows where. Needless to say, the families of those thus deceived are greatly distressed.

Cooked his Mother in a Kettle.

The Pootungfu correspondent of the *N.-C. Daily News* says, There is now in the city gaol a prisoner brought, I believe, from Hsinhuhsien. Some three months ago, his red-throated bird escaped from its cage in his absence. His wife not daring to meet her lord made her way to her father's house. His own mother to save the wife told her son that she had let the bird out. Whereupon the son, whose reputation for filial piety is said to have been unusually good, became so enraged that he grasped a knife, killed his mother, hacked the body into pieces which he cooked in the family kettle, and then sent an invitation to his wife and all her family to come and partake of the feast.

LOCAL AND COAST NEWS.

Chinese Doctors.

The Chinese medico who was charged with obtaining $30 from a patient by putting a needle into him and telling him he would not get well until the needle was taken out and that before it was taken out he would have to pay $100, was discharged by Mr J. H. Kemp to-day. The Resident Surgeon of the Tung Wah Hospital gave evidence to the effect that he examined the complainant and found a small mark near the shoulder which might have been caused by a needle. He was of opinion that the needle was not pushed in at all deep, but was only a prick. Chinese doctors in Shanghai and up north often put a needle in their patients in certain illnesses, such as nervous diseases or paralysis.

Canton-Macao Line.

Two well-to-do Chinese merchants named Lin and Huang have been appointed co-directors of the Canton-Macao line which is to be constructed with joint Chinese and Portuguese capital. The Chinese directors have now each subscribed Tls. 1,000,000 and the Portuguese merchant will also put in Tls. 2,000,000 to make up Tls. 4,000,000. The Board of Directors will be composed of an equal number of Chinese and Portuguese with equal powers, and the agreement will be concluded and signed at Shanghai. The Chinese money is really subscribed by twenty wealthy merchants at Hongkong and Canton, each of whom subscribe Tls. 100,000—*Tientsin Times.*

A Smart Capture.

For years past the New Territory has been subjected to periodical raids by gangs of armed men, the leader of which seemed to be immune from capture. He was well-known, for in November 1899 he went under the name of Chan Shing Hing, and was then banished from Hongkong for various misdeeds. However, he crossed the border and led his band again and again, despite the fact that the police were always on the look out for him. Sergeant Floyd, with a party of police, and assisted by about 80 fishermen surrounded his village a few days ago and succeeded in effecting his arrest. The only charges that can be preferred against him are (1) returning from banishment and (2) obtaining the sum of $100 from Tong Ki Fat by means of threats. He was brought up at the Magistracy to-day and remanded for one week.

Beachcombers Stowaway.

Wm. Durham, one of Hongkong's beachcombers, in company with John Dean, an unemployed fireman, said good-bye to Hongkong last Tuesday. They selected as means of transit the four-masted sailing vessel, *Kentmere*, but neglected to inform Captain Birch of their presence on board. They secreted themselves below deck until Hongkong had passed out of sight, but then they were discovered. Captain Birch had taken a number of Hongkong's undesirables away with him, but he had no room for more, as he had a full crew. He kept a good look out for a passing ship to transfer the stowaways and the *Telemachus* with the *Triumphante* in tow soon hove in sight. She was signalled and stopped and the two men were put on board the Hongkong bound steamer. Mr. Gompertz sent Durham to gaol for six weeks, while Dean was sentenced to fourteen days' imprisonment.

Pollard's Lilliputians.

The Lilliputian Comic Opera Company entered upon the closing performance of their present season last night. The piece selected was 'The Lady Slavey,' and it was presented with the excellence that has characterised all the performances of this capable troupe. The chorus work was very well done, and the individual songs were rendered so well as to earn most vociferous encores. All the parts were interpreted with skill, and the greatest enjoyment was given to those who attended. During the evening a great number of comic songs were sung, and, in fact, the piece had more the air of a vaudeville entertainment than anything else, the opportunities for individual effort being so great. The performers deserve every credit for the manner in which they acquitted themselves, and if they are up to form to-night a pleasant evening is promised those who attend. There should be a big house for the show is worthy of it.

A Peculiar Assault.

At the Magistracy this afternoon the Indian who made a murderous attack on Police Constable Ryan on October 20 appeared before Mr J. H. Kemp. Mr Dixon (of Mr John Hastings' Office) appeared for the defence. Constable Ryan detailed the occurrence, from which it appeared that he was walking down Wyndham Street at about 6 o'clock in the morning of October 20 when he felt a blow on the neck and fell to the ground. On rising he saw the accused running away; in his hand he had a sword, about two feet long. The constable pursued him and accused ran towards Ice House Street, at the bottom of which street he was caught by an Indian Police Sergeant. Constable Ryan went to the Hospital, where he was detained for two days. The would in his neck was about one inch long and a quarter of an inch deep. Mr Dixon, on behalf of accused pleaded guilty, but submitted that the probability was that accused had been drinking, had picked up the sword, and had prodded the constable with it lightly. Had he meant to hurt him seriously it would have been an easy matter, seeing that the constable did not hear him approach. His Worship imposed a sentence of three months' imprisonment.

BY TELEGRAPH.

['CHINA MAIL'S' EXCLUSIVE SERVICE.]
[SUPPLIED BY REUTER *via* BOMBAY.]
[Received on October 24, at 6.33 p.m.]

THE RUSSO-JAPANESE WAR.

SINKING OF THE TRAWLERS.

A Deliberate Act by Russia.

LONDON, October 24.

The fishermen who were working in the trawlers before they were fired upon by the Baltic Fleet declare that the fleet approached close to them, and that the searchlights showed the men working fish.

Moreover, the trawlers displayed the usual international fishing lights.

'AN INTERNATIONAL NUISANCE.'

THE BALTIC FLEET DREADED AN ATTACK.

Russian Press Exaggerates Rumours.

LONDON, October 24.

In commenting upon the sinking of part of the trawling fleet in the North Sea by the Baltic Fleet, the London *Standard* demands the immediate recall of the fleet, which otherwise will become an international nuisance.

It appears that the Baltic Fleet dreaded an attack from the Japanese in the North Sea.

The Russian Press has been full of the wildest stories concerning Japanese plans to destroy the fleet by exploding torpedoes lashed to fishing boats, etc.

[JAPANESE OFFICIAL TELEGRAMS.]

THE DEATH ROLL INCREASES.

Nearly 13,500 Russian Dead.

TOKIO, October 24, 2.25 p.m.

Marshal Oyama reports that further investigation makes the number of Russian prisoners 709, and of Russian corpses, 13,333. Of these, 5,200 were in front of the right army, 5,603 in front of the left, and 2,530 in front of the central army.

[REUTER'S SERVICE.]

Hull Trawlers Sunk by the Russian Baltic Fleet.

LONDON, October 23.

The Russian Baltic fleet in the North Sea has fired on the trawling fleet, sinking two, killing two men, and wounding many.

Russian Re-inforcements.

A St. Petersburg ukase calls out for immediate active service the reserves in 120 military districts hitherto untouched.

The Seizure of the 'Allanton.'

The Supreme Prize Court at St. Petersburg has annulled the judgment of the Vladivostock Court regarding the *Allanton* and ordered the immediate release of the vessel.

The Russian Baltic Fleet.

The Russian Baltic fleet passed Dover yesterday afternoon going westward. It is rumoured that it ran down and sank two Hull fishing smacks in the North Sea; drowning eighteen fishermen.

[FROM NORTHERN EXCHANGES.]

Recent Progress at Port Arthur.

TOKIO, October 20.

A leading paper here has received the following Chefoo telegram:—

The besieging army has recently made steady progress. On the 9th (or 11th) inst. the Russians made a counter-attack on a ditch made by the Japanese at the foot of Erlungshan, but the Japanese, on the contrary, stormed a Russian entrenchment on another side of the same hill and occupied it. By this, the railway bridge and an eminence towards the front has fallen into Japanese hands. This eminence is situated at a distance of only 480 metres from Erlungshan, and it is said that it will become hereafter one of the utmost strategical value. The Japanese casualties at that time did not exceed fifty.

At about 10 a.m. on the 12th inst. seven Russian destroyers came out of the harbour and were followed by two other destroyers after a few minutes. They proceeded to near Hsiaopingtao and attacked the flank of the Japanese troops, but they hurriedly fled into the harbour when the Japanese fleet made an appearance. The latter pursued them for about an hour and after pressing them to the entrance retired.

Ten of the big Japanese shells fired on the 12th, hit the Russian fleet in the harbour. A gunboat was struck by three shells, one of them demolished a funnel, and another the engine room. The *Gilyak* which was at first lying in the eastern basin has been obliged by the furious Japanese fire to remove to the western basin and take shelter under the Weiyuan fort.

The Russians very often counter-attacked the Japanese defence works but each time failed. The cannonading which is heard daily is mainly firing by the Russians who are trying to hinder the Japanese defence works. Before noon of the 16th inst., four Russian destroyers came out of the harbour but soon retired.

CHEFOO, October 20.

Arrivals from Muyangcheng report that the Japanese are stationed at Sotchiatun about nine miles west of Port Arthur. About a month ago the Japanese occupied Tenghuatsaishan, two miles east of the above place, and placed seven additional guns and they are now exchanging a furious fire with the Lisotishan fort on the top of Hunshan about one mile and a half from Yangtouyao. On the 16th the Japanese occupied Taluchiatun four miles north-west of Port Arthur, and the Russians retired to an eminence on the front of Taipingling, but the former have not made their position shaken so far. On the 12th a Japanese shell struck the *Bogatyr* and inflicted enormous damage. The Japanese casualties were heavy in July and August, but recently have become very few.

The Japanese Control in Corea.

TOKIO, October 20.

The Japanese headquarters in Corea have notified that mining and lumbering operations in Corea must henceforth be authorised by them, as gathering of many people is apt to be detrimental to the tranquillity of the country, and indirectly to affect military operations.

End of Port Arthur in Sight.

TOKIO, October 17.

There is a reliable consensus of opinion here that the fate of Port Arthur will be settled within a fortnight.

The Japanese high-angle fire is being directed from balloons.

A Continental Opinion.

TOKIO, October 18.

A leading article in the Vienna *Fremdenblatt* says in reference to the last engagement:—

'The bravery of the Russians was not enough to stop an enemy who were perhaps not numerically superior but were better led. Under the circumstances it is doubtful if Russia can hold Mukden. The loss of Mukden would not be less significant for the future progress of the war than the fall of Port Arthur. Mukden and Port Arthur are the two points whereon the war turns. If Japan occupies Mukden and Port Arthur her principal object in the war has been attained, for Corea has long already from the beginning brought unconditionally under her power. Japan can now confine herself to the defensive and Russia will have enormous difficulties to dislodge her enemy. Japanese diplomacy while repeatedly declaring that she would not take any Chinese territory, insisted during the negotiation on the security of her protectorate over Corea. This object she has now practically obtained and before long her flag will wave over the most important part of Manchuria and the Russian littoral. Russia will then have to recommence the campaign to recover that important place (Port Arthur or Vladivostock) which China handed over to her by agreement. Perhaps she will wait for reinforcements till next Spring and it would certainly be best for her not to undertake it before. It is possible that transport difficulties have hitherto prevented her from assembling a superior force. It was believed that the Autumn would bring fortune to the Russian arms but in vain. If she intends to attain a victory she must do the utmost in her power, for she is facing a real military state of great warlike power, armed to the teeth.

Situation on The 'Sha River.'

TOKIO, October 19.

The Japanese correspondents report that the enemy is halting on the right bank of the Sha river with increasing force. Both armies are confronting each other on either side of the Sha river.

The condition of the Russian dead testifies to the efficacy of the Japanese cross fire.

Use of Hand Grenades.

TOKIO, October 19.

The Russians in their fear of the Japanese onset have been recently using bombs, causing no small damage to the Japanese infantry.

What Russia Means.

TOKIO, October 19.

It is considered that the wholesale Russian mobilisation is intended to forestall internal disturbances in Russia, and intimidate Japan.

Native Story of Port Arthur.

Three native coppersmiths who left Port Arthur at the beginning of this month by fishing boat for Chefoo and arrived at Shanghai by a steamer from Chefoo, report as follows:—

The ammunition factory was situated at the Dock originally but during the last month it was destroyed by Japanese projectiles and burnt to the ground and now a new ammunition factory has been established under Golden Hill.

The soldiers desire to surrender. A Russian prince every day except Sunday makes a speech to encourage the soldiers which always alludes to the fact that Japan is only a small country and though Japan might gain victories for a time yet it is nothing like Russia and that General Kuropatkin is coming to rescue the Russian garrison in Port Arthur while the Baltic fleet will soon come to Port Arthur, and that if the Russian garrison holds the stronghold they will be highly rewarded, etc.

There is only one warship in Port Arthur fit for action and the rest are all badly damaged. The arms and ammunition as well as men have been landed. On one occasion the Russian squadron tried to effect a sortie but failed and the naval men are now assisting in land defence.

Provisions and vegetables have been carried into Port Arthur from Kiaochow at first by native junks but it is now stopped. One egg now costs one cent. (!) chicken three taels, one piece of leek twenty cents but these are now almost finished.

The Russian authorities now stop any person entering the fortress so as check spies and the dealers of vegetables wear copper badges to show that they are genuine dealers.

The Russians do not allow men inside the fortress to go out.

The coppersmiths got out by taking an oath that they would not say anything about the military affairs. Eight came out together.

The Russian garrison does not number more than ten thousand though the pretend to have sixty thousand.

There are eleven bats in Port Arthur but as the Russian officers do not allow the soldiers to drink all the bars have now closed their doors.

Japanese Diet to be Convened.

TOKIO, October 19.

The Imperial Diet has been ordered to be convened in Tokio on the 28th November.

The Last Battle.

TOKIO, October 19.

The *Asahi's* war correspondent wired on October 18 that the main forces of the Russian armies are now on the right bank of the Hun river and are not retreating and it is believed that they are constantly being reinforced. Both the Japanese and the Russian forces are advancing towards the Shaho and are facing each other. In the direction of the Japanese centre and left armies, the same correspondent says, since October 14 furious artillery fire has continued without distinction of day or night. The corpses of the enemy have nearly all been found on the spot, from which fact it is evident that the effect of Japanese artillery fire must be terrible. In this engagement the Russians have lost a tremendous amount of field of the Japanese [illegible] was hard to estimate in the darkness throwing them at the Japanese and Japanese infantry are suffering [illegible] heavy casualties.

BY TELEGRAPH.

[REUTER'S SERVICE.]

CHURCH AND STATE IN FRANCE.

LONDON, October 23.

At a debate in the French Chamber on the religious policy of the government, M. Combes declared that in view of the open disregard of the Vatican for the Concord, the separation of the Church and State had become inevitable. The Chamber passed a vote of confidence in the Government by 325 to 237.

INTERPORT CRICKET.

The Shanghai Team for Hongkong.

The team to represent Shanghai at Hongkong was definitely settled on Oct. 19. The following are the selected players:—

G. C. Dew	Cricket Club.
J. Duncan	Do.
C. C. Dunman... ...	Do.
O. V. Lanning ...	Do.
V. H. Lanning ...	Do.
W. H. Moule	Do.
H. R. Parkes	Do.
F. W. Potter... ...	Do.
W. J. Turnbull ...	Recreation Club.
S. Wallace	Do.
T. Wallace	Do.

Reserve man:

A. J. H. Moule	...Cricket Club.

Scorer:

F. Rayden	Do.

COLLISION IN THE HARBOUR.

Several Men Injured.

A collision occurred in the harbour near the Harbour Master's Office, between seven and eight o'clock this morning between the China Mutual steamer *Kwong Tah* and several cargo boats, which resulted in one man being severely injured about the legs, and four others being slightly wounded.

The *Kwong Tah* had entered the harbour and had almost completed her voyage from Canton. She was making for her buoy, and in order to make fast to it a boat was lowered, in which five Chinamen were placed. Several Chinese steam launches with cargo boats in tow were hastening to meet the *Kwong Tah*, and reached her side before she had tied up to her buoy. A number of the cargo junks swung round and collided with the side of the *Kwong Tah*, jamming the small boat in.

Before the occupants of the little craft could get clear her sides were stove in, and one of them was pinned down by the wreckage.

The man, after some difficulty, was extricated from his perilous position and was taken to the hospital by the police, where it was found that he was severely injured about the lower extremity of his body.

It is probable that one leg at least will have to be amputated. The other four men received minor bruises and cuts, but nothing serious.

THE CANTON-HANKOW RAILWAY.

Excitement in Canton.

(*From Our Own Correspondent*).

CANTON, October 23.

Another large meeting has been held here in the Temple of Longevity at which more than five hundred persons were present.

Determined action was decided on. Russia and France were charged with being behind Belgium, in the question of securing railway debentures, and, therefore, the extreme bitterness felt at the alleged transference of stock.

The Government was berated in no measured terms and charged with relinquishing its authority, and partitioning the country without the slightest emotion of any kind.

Twenty thousand pamphlets are to be printed in which shall be clearly stated the present crisis, and these shall be scattered throughout the provinces interested, the prefectures, and the counties.

THE KWANGSI REBELS.

Capture of Another Town.

(*From Our Own Correspondent.*)

CANTON, October 23.

It is reported here that the town of Hing Un, in Kwangsi, has been lost to the rebels at the cost of great losses to the Imperial troops.

The garrison of the city had made full preparation to protect it, but on the day of the attack a heavy mist covered everything, so that the soldiers' vision was obscured, and, therefore, from the watch-towers on the walls they could not detect the insurgents.

A sudden rush carried the city. The defenders rallied, and fiercely attacked the enemy. The Imperial troops, however, were slaughtered in countless numbers, and among the slain were four officers of high rank.

The Commander-in-chief was driven to frenzy. It is said here in the native papers that the power of the rebels has greatly increased lately, and that they rage like herds of maddened cattle.

The *N.-C. Daily News* says:—A Kuellin, capital of Kwangsi province, dispatch reports the destruction by fire the other day of the armoury of the Taotai of the Yuching Intendancy where were stored some 250,000 Mauser smokeless cartridges and several thousand stand of rifles. Several lives were also lost by the explosions. It is suspected that the place was set fire to by emissaries of the insurgents. No arrests have been made so far.

UP THE WEST RIVER.

A Trip for the Jaded Hongkongite.

(*From our Own Correspondent.*)

WUCHOW, October 20.

To the foreigner resident in the Far East, more or less jaded by the climate, a change of scene, i.e., a trip, is always welcome. To the resident in Hongkong, however welcome, a trip is often out of the question, involving as it does crossing the sea, not to mention the time and expense involved. But even to the Hongkongite there is a pleasant trip right at his very doors of which he hardly ever avails himself. This involves no rough tossing at sea, and, moreover, can be indulged in for a very moderate expenditure of hard earned cash. Let me not tantalise the reader any more, but reveal the mystery, viz., a voyage up the West River to Wuchow.

In the past this journey has involved considerable inconvenience and expense, hence it is no wonder that it has not become popular, but to those who have done it, either from pleasure or necessity, it has always been enjoyable. Now, however, there is no further room for excuses, for good direct steamers of the British West River Company leave Hongkong three times a week. Of these steamers, the s.s. *Lintan* is according to my estimate, one of the best, having being just built for the run. This boat is 655 tons register, and is commanded by Captain Bires, who is assisted by a foreign chief officer and engineer. There is of course an excellent saloon, and what is more to the point, a passage from the saloon, by which all the cabins can be reached, thus avoiding a wrestle with the windjor rain in going to and fro. The cabins are good, and contain electric light and mosquito nets. Speaking of these nets I wonder what on earth led the company to purchase netting with such a microscopic mesh. Perhaps they thought West River mosquitoes are microscopic. As a matter of fact no mosquito can get through a net of even ten holes to the inch. And how delightfully cool is such a net. The reason people imagine that the pests get through is because in almost every case the net is too skimpy, thus making an enormous orifice when the sleeper retires, and his friends enter with him. Nets to be serviceable after washing should always be made about twice the circumference of the bed in length of netting. But this by the way.

Another point which was striking in such an up to date vessel, was to see the boy with bath brick solemnly cleaning the knives in the approved Far Eastern fashion. One would have thought that the addition of a knife machine, at a couple of pounds, would have saved the knives for years of use, saved the boy's time and patience, and saved the company a fair sum of money. But the East is East.

Above the saloon and cabins is a fine open promenade deck, reaching the whole length of the ship. This is the place from which to enjoy the whole voyage which I must now proceed to describe, assuming with the reader's permission, that he knows next to nothing of what a trip up the West River means. Therefore I shall be explicit, for I want my reader to enjoy for himself what I have so often enjoyed.

The s.s. *Lintan* leaves Hongkong every Wednesday evening at seven from a pier towards West Point. The lights of the inimitable harbour of Hongkong are quickly lost to sight. The only other vessels moving will be those of the rival steamers, also leaving at the same hour. The track followed is that to Canton for a time, but soon a course to the West is taken towards Wangmoon. Here is the only bit of open sea on the trip, and when a strong southerly wind blows it can be uncomfortable, but in any case it is soon past. But usually the passenger never realises he has left the narrow waters. At Wangmoon the Delta is reached, and one of the numerous creeks or channels is entered. The Customs, Imperial Maritime, for we are now in China, need not detain us. All through the night we will be navigating various channels in this Great West River Delta, hills that once were islands rising up to break the monotony of the otherwise uninteresting skyline. This is the great silk district of South China, and a large part of the level reclaimed land is under mulberry cultivation. To the foreigner accustomed to mulberry *trees* it will appear strange to see nothing but rows and rows of what might be giant raspberry canes, though the growth is more like the hazel nut. But the Chinese have found that they can get a better crop of leaves, if every year they cut the growth down to the ground. In the winter, therefore, the whole place is bare.

In the early morning the main stream of the West River will be reached by the Sailam channel. Then, strange to say, we will turn down stream away from our final destination, but we have first of all to call at the newly opened Treaty-port of Kongmoon, i.e. River Gate, and as the low hills do close together below this place it is not inaptly named. This place, about which my reader may never have heard, is, however, one of the biggest passenger centres in South China. The s.s. *Lintan* will probably discharge some hundred Chinese passengers from Hongkong, and the rival steamers will do likewise, and all the passage boats and steam launches must not be forgotten. And this goes on daily. One of the strange things in connection with the passenger traffic is the giving of a free passage to the passenger agent, called a 'runner.' According to custom he introduces his passenger, or more, selects his berth or deck space, receives ten cents a head and a free passage to or from Hongkong to boot. He also carries a big basket, but it must not be mentioned that he doubtless does a good business as well. As many as 120 of these passenger agents have been carried on one trip, but all attempts to put a stop to the custom have failed. It would mean no passengers not to carry them, and as one of the main reasons of the existence of the West River Company is this passenger traffic it has to be tolerated.

At Kongmoon there is little to be seen beyond the Custom House. The city itself is some two miles up the creek. There is also a British Consul at this port. Leaving Kongmoon the West River itself is ascended, almost due North until the next Treaty-port of Samshui is reached. There is nothing of striking import in this section except it be the remarkable length of the 'village' of Kamchuk, where passengers may be put down, or the rapids at Kamchuk, where there is also a Customs station.

Arrived at Samshui the scene changes. Here a narrow channel leads from the West River to the two mouths of the North River, beyond which the Treaty-port is situated. By direct creek it is but eighteen or so miles to Canton, but by the steamer route it takes sixteen hours. However, if the passenger land and cross over the dyke, for all the land in the Delta is embanked, he will come up the end of the track of the newly constructed railway from Canton. There are two trains a day at present, but it is only the day of small things, which we are taught not to despise. The harbour here always presents a busy scene, and most interesting it is to watch Chinese shipping at close quarters. Here is a passage boat, piled literally with passengers, even the roof being requisitioned, being rapidly towed by a vigorous steam launch. Woe betide the former if too sharp a turn is made in swiftly running water. No coroner's inquest will report how many bodies were recovered, to say nothing of those lost. A little beyond will be two boats, looking all the world like floating haystacks, and such they are, carrying grass to some lime or brick kiln. Here comes a row of boats with an immense sail each, and possibly a few trackers on the bank, slow it may be, but very picturesque. Now look immediately under the rail of the steamer and doubtless one of the cook-boats will be alongside. All sorts of savoury messes can be procured. But what will strike your attention will be the dried rats, stuck out flat on skewers, like the ducks in Hongkong shops. These are said to be a delicacy, and Samshui has a reputation for them, but the writer has never sampled them.

A stay of some considerable time may be made here, according to the amount of cargo to be handled. Captain Bires will tell you how much time you have, and if sufficient you can go beyond the railway, and have a look at the town, encircled within its quaint walls, not a mile away from the water front. To the Hongkong resident who has seen nothing of China, as China is, I should advise the excursion. If you have a boy with you, or can yourself speak Cantonese, it will be an advantage, but by no means indispensible.

Speaking about cargo at Samshui an interesting fact is revealed. The captain may tell you that he had all this cargo on board when he was last at the port, but did not unload it at that time. Why? Because he was pressed for time? No, but because it would then have been reckoned as coming from China, it having been shipped at some port higher up the river, and so would have been subject to likin and other charges. What did the smart merchant do? He shipped it to Hongkong, exported it, paying half duty. Now he is importing it from Hongkong, a foreign country, paying full import duty, and of course at least double freight, but it pays him for he can now escape likin, etc. And you may be sure the British West River Co. is pleased, and the Imperial Maritime Customs is pleased, and the merchant is pleased. The only party not pleased is the likin official, and the numerous other customs authorities, for it must not be supposed that likin is the only impost that is levied on the rivers of South China. To read the foreign press likin seems to sum up all, but at least two if not three other agencies gather toll along all the waterways.

(*To be Continued*).

BY WHARF AND WAVE.

The French torpedo boats *Froude*, *Javeline*, *Mosquet* and *Pistolet* left for Canton to-day.

The *Kinsei Maru*, 788 tons, built at the Nakamura Yard, Osaka, made 11½ knots on her official trials.

The steamer *Sishan*, which was recently captured at Newchwang by the Japanese, was brought to Saseho on Oct. 12 for examination by the Prize Court.

In yesterday's issue we made a mistake when we stated that the *Lady Weld*, a paddle steamer, had been purchased by Messrs E. O. Wilks & Co. The vessel is the *Lady Mitchell*, and she is not a paddle boat, but a screw steamer.

Information received in Tokyo in regard to the capture of the steamer *Fuping* states that at 9 o'clock on the morning of the 12th instant the torpedo-boat *Shirataka*, off Port Arthur, observed the *Fuping*, flying the German flag, near Laoti Hill, and making for Laoti Hill Point. The steamer was overhauled, and upon examination was found to be carrying a considerable quantity of ammunition and provisions, and a Russian officer was also on board. The *Fuping* had come from Taku.

GENERAL NEWS.

One hundred and ninety-seven lives were lost by the sinking of the Japanese cruiser *Heiyen* by a mine in Pigeon Bay.

The French Minister of Commerce has decided to reconsider the proposed imposition of a duty of nine francs on habutai.

The new issue of exchequer bonds to the amount of 80,000,000 yen is expected to be more than covered in Tokio alone.

The international four oar race at Kobe on the 13th provided a great surprise, the English crew in the *Iris* beating the Germans in the *Thistle* by two lengths.

The editor of the *Nippon*, a Tokyo paper, has been sent to gaol for two months and fifteen days for publishing war matter without the consent of the censor. It is a lucky thing they have special 'prison' editors in Japan.

Mr F. S. Boyes, of Messrs Samuel, Samuel & Co., Yokohama, was taken to the General Hospital there on the 12th, having been grievously assaulted by Mr S. H. Kuhn of Yokohama, and it was feared that he might lose the sight of both eyes. Mr Kuhn was arrested and lodged in the Negishi prison.

Chinese Commander Dead.

Commander Kwan, of the Chinese gunboat *Tsotsin*, has died in Shanghai and Viceroy Chang Chih-tung has appointed Commander Meng Chien-teh to take up command of the gunboat.—*Sinwanpao.*

In Belgium there are more than 50,000 dogs used for draught purposes. They are mostly employed by milkmen, peddlers, and small farmers, and a society for the improvement of the breed has just been formed.

ARTILLERY IN THE FAR EAST.

[BY E. H. PARKER.]

The following appears in the *United Service Magazine* for October, advance proofs having been sent us:—

There has been a persistent popular notion, ever since the first Jesuit missionaries suggested it, that the early Chinese are to be credited with the first discovery of gunpowder. This fallacy was completely exploded thirty-five years ago by my former colleague, the late Mr W. F. Mayers, of Canton, who demonstrated clearly, in a learned paper contributed to the Journal of the Shanghai Branch of the Royal Asiatic Society, that no proof whatever of this alleged discovery can be adduced; that, notwithstanding, there is ground for believing that gunpowder may have been introduced into China from Central Asia in the sixth century of our era; but that, in any case, it was for many centuries only used for crackers and fireworks, in lieu of, or supplementary to, the ancient bamboo squibs.

Still, it is unquestionable that, long before the Christian era, the Chinese had discovered, or at all events had used, a machine of some kind capable of propelling good-sized stones. The allusions to these machines are, however, retrospective. In the third century of our era there is specific mention of 'crashing-carts,' or 'stone-ejecting carts;' these were successfully employed in demolishing the towers from which weapons were cast into a besieged city; and, in connection with the same subject, the grandson of the Emperor, who invented the 'stone-ejectors,' is said to have 'fired of *p'ao* like thunder.' The grandson died in 237, and the new word *p'ao* then used is still the only Chinese word for 'cannon.' Hence their 'artillery,' which means exactly the same thing as the Chinese term *ki-fah*, or 'contrivance firing,' applied to the *p'ao*, may be said to date, in a strictly historical sense, from the beginning of the third century. Early in the seventh century 'contrivance-issued-stones,' were fired by a celebrated general in attacking a certain usurper who died in the year 621; the name 'Marshal-guns,' or 'commander-in-chief guns' (*tsiang-kün p'ao*), was given to these machines. Battering rams and *ballistae* were extensively used against the Turks in 639-40. Both the Tibetans and the Shans, or early Siamese, made use of 'goose carts' in their war with China two centuries after, what these were is not very clear, but it is quite certain that they were used in taking towns by storm. In 926 a Chinese traitor instructed the Cathayan Tartars how to use 'fire carts,' but the defenders poured molten copper and iron upon them. In the year 951 the founder of the now Sung dynasty (known 300 years later in its decay and fall to Marco Polo as the 'Manzi') is reported to have inspected his '*p'ao* carts,' or 'artillery carts.' Exactly 200 years after this there is very specific mention of the *p'ao-ché*, or '*ballista* carts,' as improved or re-invented by one of the Manzi generals for use in his attacks upon a city occupied by the Nüchên (Early Manchu) Tartars. 'On the top of the cart was a wooden shield which represented an animal's face, and there were also several dozen great spears; from it hung felt curtains by way of use as soft shields; the wheels of each cart were pushed round by two men, and fifty men were covered up within. When on the move, these machines conveyed the baggage, weapons, and armour; when at rest, they were drawn up into 'lages' forming a connected screen, like fortifications. Neither men nor horses could approach them. They were able to resist the arrow-heads of the enemy, and could manœuvre as desired on the field of battle. They were usually placed in the centre of the army, and they sent forth 'fire-stone *p'ao*' sometimes as far as 200 paces. As the opposing force approached, the ranks of soldiers let fly arrows and *p'ao* from their bows and cross-bows.' The same biographical chapter speaks of '*p'ao* stones' placed on 'cloud-ladders' erected against city walls. In the defence of the Manzi capital against the Nüchên Tartars in 1117-23, it is stated that 'both arrows and stones were discharged.' It must be pointed out that 'fire-stone' is the Chinese word for 'flint,' and that the word *p'ao* clearly seems to be used here in the sense of 'projectile.' In fact a note to the 'History of Cambodia' (1297), says that the Cambodians fight naked with spear and shield, possessing nothing else in the way of 'bows, or *p'ao*-stones.' The commentator on this sentence refers to the most ancient Chinese treatise on war (now lost, dating from B.C. 470), stating that 'flying stones weighing over two pounds were then propelled by a contrivance to a distance of 300 paces,' and adds, '*p'ao* stones' means 'banging things with stones,' the more modern "ejected stones." Some writers appear to have drawn from this passage about the Nüchêns that combustibles were already in use for purposes of propulsion or exploding effect; and even Mr Mayers seems to have confused other events of 1161 with this one, the only second of that year which touches upon artillery.

Meantime, let us see what the Tartars had been doing in the northern half of China. At the beginning of the year 1046, it is recorded that the Cathayan Emperor, then reigning at Peking, 'inspected the Chinese Army as *p'ao* shooting practice.' In 1095, 'the gunners or *p'ao*-men in the Western capital [modern Ta-t'ung Fu in Shan Si] were ordered by imperial mandate to instruct the Chinese Armies then being employed in the north-west.' It is well known that the Cathayan Tartars kidnapped and carried to Tartary all the Chinese artificers they could get hold of; they themselves, being purely horse-back warriors, would naturally hand over such an undignified piece of mechanism as artillery to their Chinese devices. It is plain, however, that the artillery must have been fairly effective, for in 1126 it is recorded that the Mynai Emperor went to look at 'the *p'ao* flying' mountain camp; or, possibly, the '*p'ao* as they were shooting into a hill camp.'

Notwithstanding what has been said above, and in spite of the conclusions to which Mr Mayers has been led by his Chinese authority—who seems himself to have misquoted and misdated several historical allusions—I cannot find that even the most elementary rudiments of gunpowder were in the least understood in any part of Tartary or China previous to the Genghis Khan; and it is to the Nüchêns rather than to the Mongols that (in the absence) seems to incline the credit of discovery. The order of date in which the pieces of testimony occur is as follows: In 1215, when Genghis Khan was making his first inroad upon the Peking plain, he inquired of a Mongol named Ammukhai what was the best means for taking a city by storm. The reply was: '*P'ao* stones are the best; their force being as considerable as in their capacity for carrying far.' The same year, or in 1214, two Chinese from the Peking plain (both bearing Chinese family names, but Mongol Christian or personal names) deserted the Nüchên interest and placed the clients of soldiers then at their disposal at the immediate service of Genghis; one was given a gold tablet as '*P'ao*-major General,' the latter was placed to 'General of the [illegible] and artificers of all those stations for the *P'ao*-major army;' the other was directed to enlist as many men as possible familiar with the use of *p'ao*. It is possible that 'pao-water hands,' or 'p'ao-explosive hands,' may be the correct translation; and indeed, the Mongols knew nothing of 'sailors.' In 1232 the '*P'ao*-army decachiliarch' of a district in North-West China went over to the Mongol side; the title was thus already a Nüchên one before it became Mongol. Moreover, in the very year an unmistakably pure Nüchên named P'uch'a Kwan-nu, who distinguished himself very much by his gallant attempts to repel the Mongol invasion, is recorded to have done wonders with his 'fire-spears.' It is proper to mention here that 'fire-spear,' or 'bird-spear,' has ever since the introduction of firearms been the most usual Chinese word for 'gun,' 'rifle,' 'musket,' 'fowling-piece,' etc. The fire-spear used in 1232 is fortunately described with some precision, and Mr Mayers even gives a picture of it. 'Sixteen layers of yellow paper of the kind used in imperial decrees, were worked up into a tube over two feet long; into this tube was put a mixture of willow-wood charcoal, iron slag, porcelain dust, sulphur, and arsenic; the end of the spear was bound tight with cord. Each soldier hangs on to his spear a small iron pot containing fire, and lights up as he approaches the enemy's ranks. The flame goes out from the mouth of the spear for a distance of ten feet or over. The powder is spent, but the tube remains uninjured. They were used with effect in the attack of the capital of Pien, and again on this occasion.' The city of Pien (modern K'ai-fêng Fu) had, as already stated, been temporarily taken from the Manzi quite a century before this by the second Nüchên Emperor Gukimsin; but the celebrated Mongol General Subodai took it in turn from the last Nüchên Emperor Nungiasu in 1233. The attack on Pien must refer not to the 1123 affair, but to the latter date, i.e. to two events in the same campaign of 1217-23; for, though some Chinese seem to think otherwise, I cannot find any justification for their views in standard history.

In the Manzi or Sung dynasty history, a 'bursting' or 'belching fire-spear' is described under date 1259 as follows:—'Make a tube out of a very large bamboo, and insert a charge, just like letting off fire-work; after the explosion, the charge bursts forth like the sound of *p'ao*, and the noise is heard at a distance of 150 paces.' The word 'charge' here used appears in the original as *tz-wo*, or 'pellet nest'; but we are still left uncertain whether these 'nests' were bullets, shot, or merely grains of powder. I have often seen Chinamen hastily loading a native musket by thrusting a painful of iron shot and coarse powder unrammed and unwadded down the barrel; in fact I have killed birds with my own rifle loaded in the same way, and fired with an ordinary copper cap. In any case, it is clear that both Nüchêns and Chinese had *some* knowledge of gunpowder before Roger Bacon had conceived its uses. (*Say 1280*).

(*To be Continued.*)

AMERICAN BLOCKADE RUNNER LOST.

Destitute on Kamschatka.

The Chief Officer and twenty-nine men of the crew of the American steamer *Manioia* were landed at Yokohama recently from Hakodate by the British steamer *Kilburn*, under charter to the Nippon Yusen Kaisha, and were placed in charge of the U.S. Consulate.

It is reported that the *Manioia* was engaged at Shanghai three months ago to carry provisions, arms, and ammunition from San Francisco to Vladivostock.

Early last month the steamer got aground in the Sea of Okhotsk, and the crew landed on Kamschatka peninsula. Here they were sighted and rescued by the British cruiser *Algerine*, which was in North Pacific sealing waters for the protection of British sealers, and brought to Hakodate.

It is stated that the men who have arrived at Yokohama are reticent regarding the circumstances of the disaster to their steamer, as she carried contraband for Russia. They are quite destitute, having nothing except the clothes they have on. They sustained life in Kamschatka with raw fish, the only food they could procure until rescued. The steamer is a total loss. The Captain of the vessel has arrived at Yokohama by rail from Aomori.

To-day's Advertisements

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 69.

Alteration in setting of Tide-gauges

NOTICE IS HEREBY GIVEN that on or about the 1st November, the Tide-gauges in the approaches to Canton will be altered to show the height of water above the low water plane corresponding to the standard zero at Canton and Whampoa.

The depths of water at the various shallows, reduced to the above low water plane, are as follows:—

Second Bar, Eastern Channel...	...13 feet.
Tai Shek Barrier (depth corresponding to setting of present gauge)...	9 feet.
Tai Mei Spit	...10 feet.
Sulphur Point	about 6 feet.
Salt Flats	about 6 feet.

J. HOWELL MAY,
Harbour Master.

Approved,
F. J. MAYERS,
Acting Commissioner of Customs.

Custom House,
Canton, October 24, 1904. 1917

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 70.

(Canton River: Northern Section of Bridge Barrier Removed.

NOTICE IS HEREBY GIVEN that on or about the 26th instant the RED LIGHT marking the North side of the Ship Channel through the Bridge Barrier will be discontinued.

The Northern Section of the Barrier has been REMOVED.

The space occupied is free from dangers, and a depth of 18 feet at low water spring tides exists within 200 feet of the Left Bank of the River.

J. HOWELL MAY,
Harbour Master.

Approved,
F. J. MAYERS,
Acting Commissioner of Customs.

Custom House,
Canton, October 24, 1904. 1918

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON & ANTWERP, VIA S'PORE, P'ANG, CL'BO, AND PORT SAID	*Malacca*, A. F. STREET	Noon, 27th October.	Freight and Passage.
YOKOHAMA, VIA S'HAI, MOJI AND KOBE (Passing through the INLAND SEA.)	*Ceylon*, C. F. LOCKSTONE, R.N.R.	About 29th October.	Freight and Passage.
SHANGHAI	*Chusan*, H. W. KENRICK, R.N.R.	About 4th November.	Freight and Passage.
LONDON, &c.	*Coromandel*, G. M. MONTFORD, R.N.R.	Noon, 5th November.	*See Special Advertisement*

For further Particulars, apply to

E. A. HEWETT, *Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, October 24, 1904. 26

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots. Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (*Subject to Alteration.*)

R.M.S. *TARTAR*	4425 TONS	WEDNESDAY, Nov.	2, 1904.
R.M.S. *EMPRESS OF INDIA*	6000 TONS	WEDNESDAY, Nov.	16.
R.M.S. *EMPRESS OF JAPAN*	6000 TONS	WEDNESDAY, Dec.	14.
R.M.S. *ATHENIAN*	3882 TONS	WEDNESDAY, Dec.	28.
R.M.S. *EMPRESS OF CHINA*	6000 TONS	WEDNESDAY, Jan.	11, 1905.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
" " Intermediate on Steamers, and 1st Class Rail..... " £40. " " £42.

THE magnificent 'EMPRESS' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B. C.), in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, *Acting General Agent,*
PEDDER STREET.

Hongkong, Octher 19, 1904. 4

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR **PORTLAND, OREGON,**

OPERATING IN CONNECTION WITH THE **OREGON RAILROAD & NAVIGATION CO.**

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
NUMANTIA	4370	BREHMER	Oct. 27, 1904.
ARABIA	4483	BAHLE	Nov. 19, 1904.
ARAGONIA	5198	SCHULDT	Dec. 13, 1904.
NICOMEDIA	4370	WAGNER	Jan. 9, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, October 14, 1904. 2

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, Via SWATOW AND AMOY,	*TRIUMPH*, Capt. A. HANSEN,	WEDNESDAY, Oct. 26, at Daylight.
TAMSUI, Via SWATOW AND AMOY,	*M. STRUVE*, Capt. T. BRANDT,	SUNDAY, 30th Oct., at Daylight.
ANPING, Via SWATOW AND AMOY,	*PROVIDENCE*, Capt. C. CORNELIUSSEN,	WEDNESDAY, Nov. 2, at Daylight.
TAMSUI, Via SWATOW AND AMOY,	*FRITHJOF*, Capt. H. A. HARALDSEN,	SUNDAY, 6th Nov., at Daylight.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permits the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Vœux Road Central.

T. ARIMA, *Manager.*

Hongkong, October 24, 1904. 2579

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

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NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
LYRA ‡	4417	G. V. Williams	About Oct. 29.
TEXAN	8615		About Dec. 17.
TREMONT	9606	T. W. Garlick	About Jan. 10.
LYRA ‡	4417	G. V. Williams	About Feb. 9
PLEIADES ‡	3753	F. G. Purington	About Mar. 4.

‡ Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT	9606 tons	Capt. T. W. Garlick	About 2nd January.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

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GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, October 25, 1904. 1177

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OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

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FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	YANGTSZE	27th October.
GLASGOW AND LIVERPOOL	DARDANUS	5th November.
GLASGOW AND LIVERPOOL	NINGCHOW	11th November.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES & LONDON	ULYSSES	5th November.
LONDON, AMSTERDAM & ANTWERP	MACHAON	12th November.
LONDON, AMSTERDAM & ANTWERP	JASON	22nd November.
* GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	22nd November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA	YANGTSZE	1st November.

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BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 25, 1904. 18

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
AMOY, MANILA, CEBU & ILOILO	KAIFONG *	26th October, 4 p.m.
SHANGHAI	WOOSUNG †	27th October.
CHEFOO AND NEWCHANG	PAKHOI	28th October.
KOBE	TSINAN *	29th October, 4 p.m.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIYUAN * ‡	29th October.
NINGPO AND SHANGHAI	WHAMPOA †	3rd November.
SWATOW AND CHEFOO	KANSU	4th November.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtsze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

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Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila Direct	Oct. 29, at 10 a.m.
RUBI	2540	R. W. Almond	"	Nov. 5, at 10 a.m.

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Hongkong, October 24, 1904. 2245

SOUTH AFRICAN LINE OF STEAMERS.

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THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

S.S. *SWANLEY* ... Captain J. P. DAWSON.
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S.S. *INKUM* ... E. S. PEARSE.

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Hongkong, September 26, 1904. 1620

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS.	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA PORTS.	Second half November.	JAPAN, VIA SHANGHAI.	Second half November.
TJILATJAP	JAPAN.	Second half November.	JAVA PORTS.	Second half November.
TJIMAHI	JAVA PORTS.	First half November.	JAPAN, VIA SHANGHAI.	First half November.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to the

HEAD AGENCY,
Java-China-Japan Lijn,
ALEXANDRA BUILDINGS.

TELEPHONE No. 375.
Hongkong, October 25, 1904. 1965

Shipping.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship TRIESTE, Captain MISTORIGO, will be despatched as above on FRIDAY, the 28th Inst., p.m.

This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WIELER & Co.,
Agents,
Prince's Building.

Hongkong, October 25, 1904. 1810

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship KUMSANG, Captian E. J. BULLER, will be despatched as above on THURSDAY, the 27th Inst., at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, October 21, 1904. 1895

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH-AFRICAN PORTS.

THE Steamship *COROMANDEL*, Capt. G. M. MONTFORD, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 5th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. *Oceana*, 6,610 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 18th December, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, October 22, 1904. 1906

STEAMSHIP SERVICE TO NEW YORK, via PORTS and SUEZ CANAL.

THE Steamship KENNEBEC, will be despatched as above on or about SATURDAY, the 12th November, 1904.

For Freight and further information, Apply to

STANDARD OIL COMPANY OF NEW YORK,
Oriental Freight Department.

Hongkong, October 13, 1904. 1852

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EMPIRE, Captain P. T. HELMS, will be despatched for the above Ports on WEDNESDAY, the 16th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
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Hongkong, October 18, 1904. 1876

'BEN' LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship BENALDER, Captain MCINTOSH, will be despatched as above on or about SATURDAY, the 19th November.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, October 21, 1904. 1889

Not Responsible for Debts.

NEITHER the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels during their stay in Hongkong Harbour:—

Forest Dale, British Steamer, Captain H. Noall—Bradley & Co.

Shipping.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	TO SAIL.
ST HUGO	About Nov. 25.
SHIMOSA	About Dec. 18.

For Freight and further information, Apply to

DODWELL & CO., LTD.,
Agents.

Hongkong, October 21, 1904. 110

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER *SIMLA*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From LONDON, &c., ex s.s. *Macedonia*.
From PERSIAN GULF, ex s.s. B. I. S. N. and B. and P. S. N. Co's. steamers.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 28th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, October 21, 1904. 1896

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Kumsang*, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 21st inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, October 19, 1904. 1883

HONGKONG-MACAO LINE.

S. S. 'WING CHAI,' CAPTAIN T. AUSTIN, R.N.R.

THIS Steamer departs from HONGKONG on Week Days at 7.30 A.M.; and on Sundays at 8.30 A.M. Departs from MACAO on Week Days about 2 P.M., and on Sundays at 6.30 P.M.

FARES:—Week Days 1st Class, including cabin and servant, Single $3. Return Ticket $5. 2nd class $1. 3rd-Class 50 Cents.

Every Sundays will be an Excursion, at the following rates:—1st and 2nd Class Single Ticket $1. Return $2. 3rd Class, Single 30 Cents, Return 50 Cents, Steerage 10 Cts.

Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of $2. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged $3.00 extra.

First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,
2nd Floor, 16, Victoria Street.

Hongkong, October 19, 1904. 1820

STEAM TO CANTON.

THE new Twin Screw Steel Steamer. *KWONG CHOW*, 1,309 tons.....Captain J. P. MARTIN, *KWONG TUNG*, 1,238 tons.....Captain H. W. WALKER.

Leave HONGKONG for CANTON at 8.30 Every Evening (Saturday excepted).

Leave CANTON for HONGKONG about 5 o'clock Every Evening (Sunday excepted).

These fine new Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey...$4.00
Meals ... ...$1.00 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LD.,
No. 8, QUEEN'S ROAD WEST.

Hongkong, February 18, 1904. 31

THE - - - -
HONGKONG
DOCKS. - - -

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL.'

Price .....Fifty Cents.

To be had at the 'China Mail' Office, 5 Wyndham Street.

Intimations.

MESSRS A CHOO & CO.,
39, DES VŒUX ROAD, CENTRAL.

GENERAL STOREKEEPERS, NAVAL CONTRACTORS, AND COAL MERCHANTS.

HAVE always on hand an Ample Stock. Supplies executed at shortest notice. Well-directed Steam-launches kept for Picnic parties and for Towing purposes.

PRICES VERY MODERATE.

Hongkong, October 1, 1904. 1791

BOARD AND RESIDENCE.

'KILLADOON,'

ON North Spur of MORRISON HILL, 151, WANCHAI ROAD.—Light, Airy and Well-furnished Double and Single Rooms with full view of the Harbour. With or without board.

For Terms, apply on the Premises, to

MRS G. S. WEBB.

Hongkong, July 20 1904. 1331

TANG YUEN.

BOARDING ESTABLISHMENT.
Splendid View of Harbour.
No 18 MACDONNELL ROAD.
Under European Management.
Apply at the House,
or
At FAIRALL & CO.,
Opposite Hongkong Hotel.

Hongkong, June 10, 1903. 97

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to Book Cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. COY., BOSTON STEAMSHIP and TOWBOAT COYS., OCEAN S.S. COY. and CHINA MUTUAL S.N. COY.

For further Particulars, apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, May 20, 1904. 1782

WASHING BOOKS.
(*In English and Chinese.*

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.

CHINA MAIL Office.

Hotels.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS TELEPHONE 56.

For Terms,

Apply to the MANAGER. 741

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, [illegible] found interesting and enjoyable.

WM. [illegible]ER,
Proprietor.

Hongkong, March 10, 1904 482

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE Miles out on the Shau-ki-wan Road—Electric Trams pass the Doors every few minutes.

THE ONLY HOUSE ON THE ROAD.

The popular resort of the Colony, occupying a Charming Seaside Situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

There is Accommodation for a few Boarders.

GOOD SEA BATHING.

REFRESHMENTS SERVED OF THE FIRST QUALITY ONLY.

PRIVATE TIFFINS AND DINNERS Prepared in First-class Style on the shortest notice.

Dinner Parties and Picnics Catered for.

JAS. CHRISTIE,
Proprietor and Manager.

Hongkong, August 13, 1904. 1385

KING EDWARD
HOTEL - - -

A HIGH-CLASS PRIVATE HOTEL.

Ladies Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hote at Separate Tables.
For terms, &c., apply to the
MANAGER.

Hongkong June 10, 1903. 122*

THE KOWLOON HOTEL,
KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.
MODERATE CHARGES.
J. W. OSBORNE,
Proprietor and Manager.

Hongkong, January 20, 1904. 135

AGENTS FOR THE *CHINA MAIL*.

LONDON —F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES, HEP, Y & Co., 81, *Cannon Street*, E.C. SAMUEL DRACON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150, *Fleet Street*. C. MITCHELL & Co., *Snow Hill, Holborn Viaduct*, E.C. SELL'S ADVERTISING AGENCY LTD., 167, *Fleet Street*, E.C.

PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18 *Rue de la Grange Batelière*.

NEW YORK:—THE CHINESE EVANGELIST OFFICE, 52, *West 22nd Street*.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

BATAVIA:—H. M. VAN DORP & Co.

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore*.

PHILIPPINE ISLANDS:—A. S. WATSON & Co., *Manila*.

CHINA:—*Amoy*, N. MOALLE & Co., LIMITED. *Foochow*, BROCKETT & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & WALSH.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.

(On and after 1st October, 1904.)

6.45 a.m. to 7.00 a.m....Every 15 minutes.
7.00 a.m. to 8.00 a.m...Every 10 minutes.
8.00 a.m. to 8.30 a.m...Every 15 minutes.
8.30 a.m. to 9.30 a.m...Every 10 minutes.
9.30 a.m. to 11.00 a.m...Every 15 minutes.
11.30 a.m. to 12.45 p.m...Every 15 minutes.
12.45 p.m. to 1.15 p.m...Every 10 minutes.
1.15 p.m. to 1.45 p.m...Every 15 minutes.
1.45 p.m. to 2.15 p.m...Every 10 minutes.
2.15 p.m. to 3.00 p.m...Every 15 minutes.
3.30 p.m. to 5.00 p.m...Every 15 minutes.
5.00 p.m. to 8.00 p.m...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m...Every 15 minutes.
9.00 a.m. to 9.30 a.m...Every 30 minutes.
9.30 a.m. to 10.30 a.m...Every 15 minutes.
10.30 a.m. to 11.00 a.m...Every 10 minutes.
12.00 Noon to 1.00 p.m...Every 10 minutes.
1.00 p.m. to 5.00 p.m...Every 15 minutes.
5.00 p.m. to 6.00 p.m...Every 10 minutes.
6.00 p.m. to 7.00 p.m...Every 15 minutes.
7.00 p.m. to 8.00 p.m...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, September 30, 1904. 1061

THE

CHINA AND JAPAN

TELEPHONE

AND

ELECTRIC COMPANY,

LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

Payable Quarterly in Advance.

EXCHANGE LINES:

$25 per Quarter.

No Charge for Initial Installation.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES:

BATTERIES, CHEMICALS,
ELECTRIC BELLS,
INSULATORS, SWITCHES,
TELEPHONES, WIRE, etc., etc.

Send for Price Lists.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

ADDRESS:—2 ICE HOUSE ROAD

W. Stuart Harrison,
A.M.I.C.E.,
Manager.

Hongkong, April 13, 1904. 140

CHINESE SCHOOL BOOK

II.—Ts'in TSE MAU.

Translated into English by Dr. E. J. EITEL.

PRICE 40 Cents.

[illegible] Wyndham Street.

Insurances.

FIREMAN'S FUND INSURANCE CO. OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31ST DECEMBER, 1903.

ASSETS, GOLD.....$5,858,820.37
NET SURPLUS, GOLD.....$2,156,118.80
INCOME, GOLD $3,470,787.53

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, March 23, 1904. 562

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept Risks at Current Rates.

ALEX. ROSS & CO.

Hongkong, April 28, 1904. 1412

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1903, £16,898,650.

I—Authorised Capital £3,000,000			
Subscribed Capital £2,750,000			
Paid-up Capital	£687,500	0	0
II—Fire Funds	3,055,961	12	3
III—Life & Annuity Funds	13,154,188	16	7
	£16,898,650	8	10
Revenue Fire Branch...	1,935,128	0	0
" Life & Annuity Branches.....	1,615,755	11	9
	£3,550,883	11	9

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

Hongkong, June 18, 1904. 1537

Intimations.

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS,
SURVEYORS AND CONTRACTORS,
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL,' HONGKONG.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.

Hongkong, March 14, 1903. 563

MARTIN'S APIOL & STEEL PILLS for Ladies.

A French Remedy for all Irregularities. Thousands of ladies keep a box of Martin's Pills in the house, so that in the first dawn of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores, or post free 2/- MARTIN, SOUTHAMPTON BUILDINGS, [illegible]

THE COMMERCIAL LAW AFFECTING CHINESE;
With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.
(Reprinted from the *China Mail*.)

For Sale at the *China Mail* Office.
Price ..... $1.00.

EAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form.

NOW READY.

Copies may be had at 'CHINA MAIL' Office, Price 50 Cents each.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN,
Entrusted to the SOCIETY of the 'MISSION ETRANGERES.'

Translated by EDWARD HARPER PARKER and Reprinted from THE CHINA REVIEW.)
PRICE ONE DOLLAR.

FOR SALE at The 'CHINA MAIL' OFFICE, 5, Wyndham Street.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time, often a few days only, removes all discharges from the urinary organs, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2 for impurity of the blood, scurvy, pimples, spots, blotches, pains and swelling of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for serious exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION is sold by all Chemists and Merchants throughout the World. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe the above Trade Mark, which is a face-simile of word 'THERAPION' as it appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by All Chemists.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 3 " 2½ %

T. P. COCHRANE,
Manager.

Hongkong, May 21, 1904. 48

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED £1,125,000
PAID UP.....£ 562,500
RESERVE FUND.....£ 80,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months .....4 %
" 6 " .....3½ %
" 3 " .....2½ %

EVAN ORMISTON,
Manager.

Hongkong, May 14, 1904. 234

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND—
Sterling Reserve, $10,000,000
Silver Reserve ... 6,500,000 $16,500,000
RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS:—
A. J. RAYMOND, Esq.—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.

Hon. W. J. Gresson. | Hon. R. Shewan.
E. Goetz, Esq. | N. A. Siebs, Esq.
A. Haupt, Esq. | H. W. Slade, Esq.
H. Schubart, Esq. | E. S. Whealler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH, MANAGER:
Shanghai—H. M. DEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months 2½ per cent per annum.
" 6 " 3½ " "
" 12 " 4 " "

J. R. M. SMITH,
Chief Manager.

Hongkong, July 21, 1904. 66

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application

INTEREST on deposits is allowed at 3½ PER CENT. per annum Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
J. R. M. SMITH,
Chief Manager.

Hongkong, May 1, 1900. 1517

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

CAPITAL SUBSCRIBED.....YEN 5,000,000.
CAPITAL PAID-UP .....YEN 2,500,000.

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy.	Kobe.	Tainan.
Anping.	Nagasaki.	Tamsui.
Foochow.	Osaka.	Tokio.
Keelung.	Shanghai.	Yokohama.

HONGKONG OFFICE:
4, QUEEN'S ROAD.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application.

S. SHIGENAGA,
Manager.

Hongkong, February 2, 1904. 216

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS:—
GOLD $7,992,173.37.....about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED, GOLD $10,000,000=£2,055,000.

HEAD OFFICE—1, WALL STREET, NEW YORK.
LONDON OFFICE—THREADNEEDLE HOUSE E.C.

BRANCHES AT
San Francisco, Washington, Mexico, Manila, Cebu, Shanghai, Singapore, Yokohama, Bombay, Calcutta, Canton and Agents all over the World.

LONDON AND CONTINENTAL BANKERS:
National Provincial Bank of England, Ltd.
Union of London and Smith's Bank, Ltd.
Crédit Lyonnais, Dresdner Bank,
Comptoir National d'Escompte de Paris, &c.

THE Corporation Transacts every description of Banking and Exchange business, receives money in Current Account and issued Fixed Deposit Receipts either in Gold or Silver at rates which may be ascertained on application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, July 26, 1904. 161

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED,

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... ... " 18,000,000
CAPITAL UNCALLED ... " 6,000,000
RESERVE FUND ... ... " 9,520,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

TOKIO.	KOBE.	NAGASAKI.
LONDON.	LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.	BOMBAY.
SHANGHAI.	TIENTSIN.	NEWCHWANG.
DALNY.	PEKING.	

LONDON BANKERS:
The London Joint Stock Bank, Limited,
Parr's Bank, Limited,
The Union of London and Smiths Bank, Limited.

HONGKONG BRANCH—Interest allowed.

On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.

On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3% per annum.

TARO HODSUMI,
Manager.

Hongkong, September 12, 1904. 589

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE ON THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, ... Tls. 5,000,000
PAID-UP CAPITAL, ... " 2,500,000

HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES.

CANTON,	PENANG,
CHEFOO,	SINGAPORE,
HANKOW,	TIENTSIN.
PEKING.	

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the Rate 2% per Annum on the Daily Balances.

On Fixed Deposits for 3 Months ... 3%
" " 6 " ... 4%
" " 12 " ... 5%

H. C. MARSHALL,
Acting Manager.

Hongkong, May 17, 1904. 1970

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

G. M. BAIN.

'CHINA MAIL' Office, May, 1904.

PRINTING..

PRINTING..

PRINTING..

Artistic Printing

Done with Neatness and Despatch

At Moderate Prices

Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc.

Under European Supervision

China Mail Office

5, WYNDHAM STREET,
HONGKONG.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, October 20, 1904.
At 100 cents per Dollar Mexican.

肉食

Butcher Meat.

			lb
Beef sirloin & prime cut	Mei Lung Pa	... lb	17
" Corned	Ham Ngau Yuk	... ... "	17
" Roast	Shiu " "	... ... "	17
" Breast	Ngau Lam "	... ... "	13
" Soup	Tong Yuk	... ... "	14
" Steak	Ngau Yuk Pa	... ... "	18
"	—Cutom Ngau Lau Sirloin	... "	28
" Sausages	Ngau Chaung	... ... "	26
Bullock's Brains	Siow	... per set	9
" Tongue fresh	Ngau Li	each	45
" " corned	Ham Ngau Li	"	55
" Head	Ngau Tau	... ... "	55
" Heart	Ngau Sum	... ... lb.	9
" Hump, Salt	Ngau Kin	... "	14
" Feet	Ngau Kerk	... each	8
" Kidneys	Ngau Yiu	... ... "	8
" Tail	Ngau Mei	... ... "	16
" Liver	Ngau Con	... ... lb.	9
" Tripe (undressed)	Ngau To	... ... "	5
Calves' Head and Feet	Ngau-chai-tau-kak	set	75
Mutton Chop	Yeung Pai Kwat	... lb.	25
" Leg	Yeung Pei	... ... "	25
" Shoulder	Yeung Shau	... ... "	22
Pigs' Chitlings	Chi chong	... ... "	16
" Brains	Chi Know	... per set	2
" Feet	Chi Kerk	... ... "	12
" Fry	Chi Chak	... ... "	12
" Head	Chi Tau	... ... "	15
" Heart	Chi Sum	... ... each	8
" Kidneys	Chi Yiu	... ... "	7
" Liver	Chi Con	... ... lb.	24
Pork, Chop	Chi Pai Kwat	... ... "	20
" Corned	Ham Chu Yuk	... ... "	—
" Leg	Chu Pei	... ... "	24
" Fat or Lard	Chu Yau	... ... "	17
Sheeps' Head and Feet	Yeung Tau Kerk	set	50
" Heart	Yeung Sum	... each	6
" Kidneys	Yeung Yiu	... "	10
" Liver	Yeung Con	... ... lb.	22
Sucking Pigs, To Order	Chu Chai	... "	16
Suet, Beef	Sang Ngau Yau	... ... "	17
" Mutton	Sang Yeung Yau	... ... "	22
Veal	Ngau Chai Yuk	... ... "	18
" Sausages	Ngau Chai Yuk Tong	... "	15

生口

Poultry.

			lb
Chicken	Kai Chai	... ...	28
Capons, Large, Small	Sin Kai	... ...	30
Ducks	Ap	... ...	20
Doves	Pan Kau	... ... each	15
Eggs, Hen	Kai Tan	... per dozen	24
Fowls, Canton	Kai	... ...	30
" Hainan	Hoi Nam Kai	... ...	28
Geese	Ngoi	... ... "	24
Geese, Wild Sh'ai	S'hai Yer Ngoi	pair	—
Musk Deer	Wong Kung	... each	—
Hare, Shanghai	Tu Chai	... ... "	—
Partridge	Che Khoo	... ... "	70
Pheasant	Shan Kai	... ... pair	—
Pigeons, Canton	Pak Kup	... each	30
" Hoihow	Hoi How Pak Kup	"	25
Quail	Up-Chun	... ... each	20
Rice Birds	Wo Fa Cheuk	... dozen	70
Snipe	Sa-Choy	... ...	28
Turkeys, Cock	Phor Kai Kung	... ...	60
" Hen	" " Na	... ...	45
Wild Ducks, S'hai	Shanghai Sui-ap	pair	—
Teal	Sui Ap Chai	... ...	—
Wild Ducks, Canton	Sang Shing Sui Ap	ea.	—

海鮮

Fish.

			lb
Barbel	Ka Yu	... ...	14
Bream	Bin Yu	... ...	12
Canton Fresh Water Fish	Ho Sin Yu	...	14
Carp	Li Yu	... ...	15
Catfish	Chik Yu	... ...	10
Codfish	Mun Yu	... ...	11
Crabs	Hai	... ...	9
Cuttle Fish	Muk yu	... ...	12
Dab	Sa Mang Yu	... ...	14
Dace	Wong Mei Lun	... ...	10
Dog Fish	Tit Tu Sa	... ...	8
Eels, Congor	Hai Mann	... ...	12
" Fresh water	Tam Siu Yu	... ...	13
Eels, Yellow	Wong Sin	... ...	24
Frogs	Tien Kai	... ...	32
Garoupa	Sek Pan	... ...	45
Gudgeon	Pak Kup Yu	... ...	11
Herrings	Tao Pak	... ...	14
Halibut	Cheung Kwan Yu	... ...	16
Labrus	Wong Fa Yu	... ...	14
Loach	Wu Yu	... ...	9
Lobsters	Lung Ha	... ...	24
Mackerel	Chi Yu	... ...	18
Monk Fish	Mong Yu	... ...	24
Mullet	Chai Yu	... ...	10
Oysters	Sang Hoo	... ...	—
Paradise fish	Kai Kung Yu	... ...	14
Perch	Tau Leu	... ...	13
Pike	Fu Paw Poung	... ...	9
Plaice	Pan Yu	... ...	14
Pomfret, Black	Hak Chong	... ...	22
Pomfret, White	Pak Chong	... ...	18
Prawns	Ming Ha	... ...	18
Ray	Pei Pa Sa	... ...	8
Rock Fish	Sek Kan Kung	... ...	14
Roach	Chun Yu	... ...	10
Salmon	Ma Yau Yu	... ...	28
Shark	Sa Yu	... ...	8
Skate	Po Yu	... ...	9
Shrimps	Ha	... ...	20
Snapper	Lap Yu	... ...	13
Soles	Tat Sa Yu	... ...	16
Tench	Wan Yu	... ...	14
Turbot	Cho How Yu	... ...	15
Turtles, small, fresh water	Kerk Yu	...	70
White Bait	Ngan Yu O	... ...	—

果子

Fruits.

Almonds	Hung Yan	... ...	20
Apples, (California)	Kam San Ping Kho		20
" (Chefoo)	Tin Chun Ping Khor		20
" Small	Hoi Tong	... ...	10
" Custard	Fan Lai Chi	... ...	each —
Bananas, fragrant, Canton	San Shing Heung Chiu	... ...	3
Bananas, (brides), Macao	San Heung Chiu		3
Chestnuts, Chinese	Foong Lut	... ...	15
Carambola	Yeung Tuo	... ...	10
Cocoanuts	Yeh Tez	... ...	each 9
Lemons, China	Ning Moong	... ...	8
" America	Kum San Ning Moon	... "	5
Lichees, Dried	Lai Chi Con	... ...	16
" Fresh	" "	... ...	—
Limes, (Saigon)	Sai Kung Ning Moong	...	7
Mango, Manila	Lui Sung Mong	...	each —
Mango, Saigon	Sai Kung Moong	... " "	—
Mangosteens	San Chuk Tse	...	dozen —
Oranges, (Canton)	San Shing Tim Chang		5
" Small	Tai Kut	... ...	—
Olives	Pak Lam	... ...	lb 6
Pears, (American)	Kam San Shut Li	...	—
" (Canton), Cooking	Sa Li	...	—
" (Shanghai)	Sheung Hai Li	...	20
Peanuts	Fa Sang	... ...	10
Persimmons Large	Hung Chio	... ...	7
Pine-apples, 1st quality	Sheung Poon Ti Paw Law	... ...	each —
" 2nd cocking	Chung-tung-paw-law		" —
Plantains	Tai Cheu	... ...	2
Plums	Swatow Hung Lai	... ...	—
Pumelo, Siam	Chim Lo Yau	... ...	" 10
Walnuts	Hop Tuo	... ...	15
" Green	Sang Hop Tuo	... ...	—

菜蔬

Vegetables, &c.

			lb
Artichokes, Shanghai	Sheung Hai Ah Chi Chouk	... ...	6
Beans, (French), Macao	Oh Moon Pin Ta		10
" (French), Shanghai	Sheung Hai Pin Tau	... ...	6
" Sprout	Ah Choi	... ...	2
" Long	Tau Kok	... ...	10
Beet Root	Hung Choi Tau	... each	2
Brinjals, Green	Ching Yuen Ker	...	—
" Red	Hung Ker	... ...	4
Brassica	Pak Choi	... ...	3
Bamboo Shoots	Cheuk Shun	... ...	8
Cabbage, Chinese, com.	Kai Choy	...	4
Cabbage Red	Kai Lan Tau	... each	—
Cabbage, (Shanghai)	Yeh Choi	... "	12
Cane Shoots, bunch	Kau Shun	... "	2
Cauliflower, Large size	Tai Yek Choi-fa	each	—
" Medium size	Cheung Yeh Choi-fa	"	—
" Small size	Sai Yeh Choi Fa	... "	—
Carrots	Kam Shun	... ...	6
Celery, Chinese	Tong Kan Choi	...	10
" English	Yeung " "	... ...	—
" White	Pak " "	... ...	—
Chillies Dried	Con Lat Chiu	... ...	20
" Red	Hung Fa "	... ...	8
" Green	Ching Lat Chiu	... ...	6
Curry Stuff, English	Ka Lee Choi Liu	...	6
Cucumbers	Ching Kwa	... ...	4
Bitter Squash	Fu Kwa	... ...	—
Garlic	Suen Tau	... ...	6
Ginger, young	Sun Tez Keung	... ...	5
" old	Lo Keung	... ...	4
Horse Radish, S'hai	Lik Kan	... ...	20
Indian Corn	Suk Mai	... ...	piece —
Lettuce	Yeung Sang Choi	...	each 1
Water Chestnuts	Ma Tai	... ...	" 4
" Mandarin	Kwei Lum Ma Tai	"	9
Mushrooms, Fresh	Sang Cho Kho	...	—
Okroes		... ...	10
Onions, Bombay	Yeung Ching an	...	8
" Green	Sang Chung	... ...	4
" Shanghai	Sheung Hai Chung Tau		5
" Japan	Yut Poon "	"	6
Parsley	Kun Cho	... ...	1
Gradua Pea	Ho Lan Tau	... ...	—
Green Peas	Ching Tau	... ...	—
Potatoes, Sweet	Fan Shu	... ...	8
" Shanghai	Sheung Hai Shu Tau		2
" Japan	Yut Poon Shu Tau		—
" American	Fa Ki " "		—
" Foochow	Fuk Chau Shu Tau		—
" Macao	Oh Moon "		—
Pumpkin	Toong Kwa	... ...	2
Radish	Hung Lo Pak Tau	... dozen	2
Rhubarb (Fresh)	Tai Wong	... ...	—
Shalots	Con Chung Tau	... ...	10
Spinage, (Chinese)	Paw Choi	... ...	—
Spinach	Yin Choi	... ...	5
Tomatoes	Fan Kee	... ...	7
Taro	Wu Tau	... ...	8
Turnips, Small, (Long)	Low Pak	...	3
" English	Jeung Low Pak	piece	—
Vegetable Marrow	Chit Kwa	... ...	4
Water Cresses	Sai Yeung Choi	...	10
" Lily root	Lin Ngau	... ...	4
Yams	Ta Shu	... ...	8

H. A. JOHANSEN
Acting Superintendent of Markets.

SHIPPING.

ARRIVALS.

October 24.

Zieten, German str., 4,988, F. von Binzer, Yokohama Oct. 15, and Shanghai 22, Mails and General.—MELCHERS & Co.

Meefoo, Chinese str., 1,321, J. Whitelaw, Shanghai October 21, General.—C. M. S. N. Co.

Zafiro, British str., 1,611, R. Rodger, Manila October 22, General. — SHEWAN, TOMES & Co.

Legaspi, American str., 563, D. Yribar, Manila October 21, General.—BARRETTO & Co.

October 25.

Chang Chow, British steamer, 1,208, Monkman, Wuhu and Chinkiang Oct. 22, General.—BUTTERFIELD & SWIRE.

Hue, French steamer, 704, G. Godinau, Haiphong, via Pakhoi, Hoihow and Kwong-chow-wan Oct. 24, Rice and General.—A. R. MARTY.

Oscar II, Norwegian str., 2,000, R. Olsen, Moji October 20, Coal. — MITSUI BUSSAN KAISHA.

Kwang Tah, Chinese str., from Canton.

DEPARTURES

October 25.

Chunsang, for Chefoo.
Waihora, for Amoy.
Choysang, for Canton.
Samsen, for Swatow.
Haitan, for Swatow.
Tean, for Manila.
Apenrade, for Haiphong.
Hanoi, for Haiphong.
Bianca, for Singapore.
Froude, French torpedo-boat, for Canton.
Javeline, French torpedo-boat, for Canton.
Mosquet, French torpedo boat, for Canton.
Pistolet, French torpedo-boat, for Canton.

CLEARED.

Pingsuey, for Singapore and London.
E sang, for Canton.
Triumph, for Swatow.
An Pho, for Swatow.
Brunhilde, for Bangkok.
Meefoo, for Canton.
Shantung, for Hongay.

PASSENGERS.

ARRIVED.

Per *Zieten*, for Hongkong: from Yokohama, Capt. F. Rowis, Mrs V. P. Greene and family, Messrs Bornholdt, Stopani, Nishigori, Nakagawa, and Sasagawa; from Kobe, Messrs C. H. Blason and J. Dunbar, Misses Deuton and Gurley; from Nagasaki, Messrs F. J. Parker, Mitsuyo Hondo and Murayo; from Shanghai, Consul Heintzes, Capts. Vard, Spencer Cosby, Mr and Mrs Ribeiro and child, Miss Pereira, Mrs Lopez, Mr and Miss Remedios, Miss Forster, Capt. Glebe, Messrs Husani, Arjanee, Meyer, Jacdisch, Lundsen, Haskell, Seaberg, Fursmann, Economon, J. Hunter, Tujnonni and H. Boret.

Per *Meefoo*, from Shanghai, Mr P. Campbell, and 31 Chinese.

Per *Rubi*, from Manila, Mr and Mrs J. J. Inchausti and child, Misses Maria Elia de Inchausti, A. de Inchausti, J. Inchausti, Capt. P. H. Rolfe, Mrs Rosales and child, Miss Mary P. Watermann, Miss Valentina Arriola, Mrs A. de Farrias and child, Misses Veloso (2), Lieut. Chas. T. Leeds, U.S.A., Lieut. H. C. Fiske, U S.A., Messrs F. M. Kinseley, Jose Farias, R. M. Bergmann, Isidore Klopper, R. J. Bremer, M. Rosales, W. B. Freer, S. Ryidor, M. M Nielson, M. S. Fisher, R. Limstad, and 70 Chinese.

POST OFFICE NOTICES.

Mails will close :—

For MACAO.—
Per *Wingchai*, at 7 a.m., on Wednesday, the 26th October.

For CANTON.—
Per *Honam*, at 7.30 a.m., on Wednesday, the 26th October.

For AMOY & MANILA.—
Per *Yuensang*, at 9 a.m., on Wednesday, the 26th October.

For HONGAY.—
Per *Shantung*, at 9 a.m., on Wednesday, the 26th October.

For KWONG-CHOW-WAN.—
Per *Kongnam*, at 10 a.m., on Wednesday, the 26th October.

For MACAO.—
Per *Heungshan*, at 1.15 p.m., on Wednesday, the 26th October.

For AMOY, MANILA, CEBU & ILOILO.
Per *Kaifong*, at 3 p.m., on Wednesday, the 26th October.

For KONGMOON, KUMCHUK, SAMSHUI, SHIUHING, TAKHING & WUCHOW.—
Per *Hongkong*, at 4 p.m., on Wednesday, the 26th October.

For CANTON.—
Per *Kinshan*, at 5 p.m., on Wednesday, the 26th October.

For HOIHOW & HAIPHONG.—
Per *Carl Diederichsen*, at 5 p.m., on Wednesday, the 26th October.

For KONGMOON & KUMCHUK.—
Per *Lintan*, at 5 p.m., on Wednesday, the 26th October.

For MOJI, KOBE, YOKOHAMA & PORTLAND (OR.)—
Per *Numantia*, at 2 p.m., on Thursday, the 27th October.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Kumsang*, at 2 p.m., on Thursday, the 27th October.

For SHANGHAI.—
Per *Woosung*, at 4 p.m., on Thursday, the 27th October.

For MANILA.—
Per *Legaspi*, at 8 a.m., on Friday, the 28th October.

For SHANGHAI.—
Per *Choysang*, at 3 p.m., on Friday, the 28th October.

For CHEFOO & NEWCHWANG.—
Per *Pakhoi*, at 4 p.m., on Friday, the 28th October.

For MANILA.—
Per *Zafiro*, at 9 a.m., on Saturday, the 29th October.

For KOBE.—
Per *Tainan*, at 3 p.m., on Saturday, the 29th October.

MAILS BY THE GERMAN PACKET.—

The German Contract Packet *Zieten* will be despatched on WEDNESDAY, the 26th October, with Mails for the United Kingdom, the Continent of Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, (via Tuticorin), Aden, Egypt, Malta, &c., &c.

Printed Matter and Samples at 10 a.m.
Registration at 10 a.m.
Registration, with late fee of 10 cents, up to 10.45 a.m.
Letters at 11 a.m.
Late Letters 11 to 11.30 a.m. Extra Postage 10 cents.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

VISITORS AT HOTELS

HONGKONG HOTEL.

Mr C. H. Allen
Miss Arnold
Mr Parbillon
Mr B. J. Barlow
Mrs S. E. Beaton
Mr R. B. Beattie
Mr R. N. Bergmann
Mrs T. E. Bingham and child
Mr R. J. Birbeck
Mr & Mrs S. Bisney
Miss Bisney
Mr W. S. Bissell
Mr D. K. Blair
Mr & Mrs R. Boggan and infant
Mr E. A. Bonner
Mrs R. W. Borthwick and child
Mr W. B. Boyce
Mr L. Broughall
Mr C. Bryan
Dr R. H. Campbell
Mr R. Chenowoth
Mr W. G. Clark
Mr T. Clarke
Mr S. Cosby
Mr G. Cunningham
Mr Paul Danner
Mr F. O. Davies
Mrs J. T. Davies
Mr F. B. Deacon
Mr G. Dean
Mr F. M. Dewar
Mr W. R. Dorsey
Mr and Mrs Douglas
Mr T. C. Downing
Mr D. S. Economon
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Mr W. B. Elwes
Mr A. Emerson
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Mr H. C. Fiske
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Mr P. D. H. Grant
Mr H. C. Gray
Dr D. E. Hahn
Capt. T. Hall
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Mr and Mrs A. E. Hippesley
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Mr J. B. Hordern
Mr H. F. Howe
Dr E. J. Howley
Engineer Capt. Hurst, R.N.
Mr and Mrs J. J. de Inchausti & family
Mr E. Johannsen
Mr E. A. Katsch
Dr M. L. King
Mr J. Kirkwood
Dr S. T. Knaggs
Mr W. A. Lamont
Mr F. Langhorne
Mr C. T. Leeds
Mr A. R. Lewis
Mr D. Macdonald
Mr C. Gordon Mackie
Dr O. Marriott
Mr T. P. McAran
Mr & Mrs E. Meikle
Mr P. I. Miller
Miss Milton
Mr and Mrs E. M. Moon
Mr P. St. C. Murphy
Mrs Newell
Mr A. G. Newington
Mrs Nickels
Dr E. K. Overend
Mr J. T. Parker
Mrs J. A. Pattie
Mr and Mrs T. L. Perkins
Mr A. H. Pollard
Mr W. T. Puddepha
Mr and Mrs F. O. Ranney
Mr F. S. Rayner
Dr L. R. Reel
Mr P. F. Rice
Mr W. R. Robertson
Dr Rome
Mr N. H. Rutherford
Mr G. B. Sayer
Mr R. T. D. Sayle
Mr and Mrs J. G. Scott and infant
Mr A. L. Scott
Mr E. A. Seeberg
Mr C. Skött
Dr B. Sleeman
Mr Geo. Somerville
Mrs A. Somerville
Mr C. H. Soper
Mr A. L. Stein
Mr W. M. Stewart
Mr C. B. Thomas
Mr J. W. Thomson
Mr J. Thornborrow
Mr W. D. Trimnell
Mr H. S. Vaughan
Mr S. C. Vickers
Mrs & Miss Wakefield
Mr H. H. Wales
Mr L. Wassard
Miss M. P. Waterman
Mr J. L. Wemyss
Mr Philipp Wolff
Mr and Mrs C. E. Woolmer
Mr and Mrs Gordon Wright
Mr W. S. Wyles
Mr Yoshida
Dr A. B. Zanetti

KING EDWARD HOTEL.

Mr and Mrs J. A. Van Aalst
Capt. and Mrs H. C. Cabell
Master Cabell
Mr D. C. Casulli
Capt. W. Van Corback
Mr and Mrs Farias
Mr C. P. Feiffer
Mr F. H. Hamblin
Mrs Hamblin
Mr Thos. A. Hanmer
Dr Heintyes
Mrs Jackson & child
Mr J. Watt Jameson
Mr F. Kiene
Mrs Kiene
Mr C. Kraaij
Mr J. C. Logan
Mr V. Lugebil
Mr Alfred J. May
Mr Ernest A. G. May
Mr & Mrs Thos. J. Rose
Mr Bruce Shepherd
Mr O. Staeger
Capt. A. Vlaveanas
Major and Mrs J. T. Whelan
Mr A. Wortmann

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Mr R. Alton
Mr Barnes
Mr H. H. Beers
Mr M. Webb Bowen
Mr J. Burke
Mr J. D. M. Cameron
Mr & Mrs D. Christie
Mr J. Cronin
Mr and Mrs H. Eyre
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Mr M. Grice
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Mr T. B. Jackson
Mr J. E. Joseph
Mr A. C. MacMillan
Mr R. Menashih
Mr R. H. Newborn
Pollard's Lilliputian Opera Co.
Miss Palmer
Mr W. T. Parker
Miss Reeves
Mr H. Ross
Mr W. R. Spratt, R.N.
Mr J. Squires
Mr C. Templeman
Mr C. A. Warnes

PELHAM HOUSE.

Mr F. G. Aiken
Mr Barnes
Mr Bogliano
Mr J. T. Colvin
Mr L. T. Delaney
Mr Henry Dengu
Mr Edwards
Mr and Mrs Ewing
Mr Jesse George
Mr H. H. Hutchings
Mr J. Hutchings
Mr H. Jewitt
Mr F. H. Jillings
Mr J. S. Jones
Mr S. J. Miller
Mr Miller
Mrs Nicols
Mr Perret
Capt. & Mrs Ribot
Miss Ridgeway
Mr Robb
Mr W. J. Scully
Mr Francis W. Shea
Mr Vojacek

CARLTON HOUSE.

Mr J. W. Bains
Mr T. E. Banks
Mr Barker
Mr A. W. Breluel
Mr H. S. Cheverton
Mr F. O. Day
Mr A. C. Diss
Mr E. A. Earley
Mr J. B. Emmal
Mr M. Hall
Mr R. G. Heckford
Mr E. B. Helme
Mr T. Helmers
Mr W. J. Hobbs
Mr H. H. Kempf
Mr J. Loth
Mr McLoy
Mr Newson
Mrs G. Osborn
Mr F. G. S. Saone
Mr A. J. Skinn
Mr Veitch
Mr P. Wehrs
Mr F. C. Zehrmann

THOMAS'S HOTEL.

Mr D. M. Alisten
Mr Brank
Mr Geo. Bromley
Mr Ch Li Choi
Mr Geo. W. Coultas
Mr Jas. H. Driver
Mr Ad. Faller
Mr Stanley V. Ford
Mrs W. G. Ford
Mr H. L. Garrett
Mr & Mrs R. Harding
Dr Hough
Mr Bell Juily
Mr F. Kashiwakuma
Mr J. Kernan
Mr and Mrs Chti Man Lau
Mr J. S. Millers
Mr J. M. Namaes
Mr S. Sheshawe
Mr John Taylor
Mr & Mrs M. Tomsell and children
Mr M. J. Whiley
Mr L. C. Young

WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:—

On the 25th at 11.25 a.m. The barometer has risen slightly in S. China and in Formosa, and fallen in the Yangtse valley and in the Philippines.

Gradients are moderate upon the China Coast and moderate to fresh NE. monsoon will continue in the Formosa Channel and over the greater part of the China Sea.

Forecast :—Fresh E. to NE. winds, fine.

Temperature.

HONGKONG, October 25, 1904.

BAROMETER—	9 A.M.	30.03
Do.	1 P.M.	29.93
Do.	4 P.M.	29.92
THERMOMETER—	9 A.M.	79
Do.	1 P.M.	81
Do.	4 P.M.	81
Do. (Wet bulb)	9 A.M.	7[illegible]
Do. Do.	1 P.M.	[illegible]
Do. Do.	4 P.M.	73
Do. Maximum		81
Do. Minimum over night		77

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping of midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Officer
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Building.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessels' Names.	Anchorage.	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Agincourt	3 c	Worsnop	British str.	2876	Oct. 3	Gilman & Co.		
An-Pho	3 c	Kynoch	British str.	966	Oct. 20	Chinese		
Bawtry	3 c	Shotton	British str.	1542	Oct. 22	Order		
Belgian King	3 c	Hayton	British str.	2153	Oct. 22	Dodwell & Co., Ld.		
Bianca	3 c	Lohrengel	Ger. str.	825	Oct. 20	Order		
Binh-Thuan	3 c	Ribault	French str.	983	Oct. 15	Bradley & Co.		
Brunhilde	8 c	Selck	Ger. str.	875	Oct. 21	Sander, Wieler & Co.		
Carl Diederichsen	3 c	Schlaikier	Ger. str.	774	Oct 24	Jebsen & Co.	Hoihow & Haiphong	Oct. 27.
Chang Chow	3 c	Monkman	British str.	1202	Oct. 25	Butterfield & Swire		
Choysang	3 c	Roope	British str.	1242	Oct 21	Jardine, Matheson & Co.		
Elg	3 c	Christophersen	Norw. str.	3216	Sep. 30	Sander, Wieler & Co.		
Elisabeth Rickmers	3 c	Goetche	Ger. str.	1018	Oct. 23	Melchers & Co.		
Esang	3 c	Bichard	British str.	1127	Oct. 24	Jardine, Matheson & Co.		
Forest Dale	8 c	Noall	British str.	2284	Oct. 18	Bradley & Co.		
Germania	8 c	Bruhn	Ger. str.	1714	Oct. 20	Jebsen & Co.		
Hangsang	3 c	Wilde	British str.	1356	Oct. 19	Jardine, Matheson & Co.		
Hinsang	3 c	Sawer	British str.	1537	Oct. 24	Jardine, Matheson & Co		
Hue	3 c	Godinau	French str.	705	Oct. 25	A. R. Marty		
Kaifong	4 c	Finlayson	British str.	1024	Oct. 22	Butterfield & Swire	Manila & Iloilo	Oct. 26.
Kampot	3 c	Nova	French str.	900	Oct. 20	Chinese		
Karin	3 c	Petterson	Swed. str.	697	Oct. 7	Sander, Wieler & Co		
Korea	3 c	Seabury	Amer. str.	5651	Oct. 23	P. M. S. S. Co.	S'hai & San F'cisco	Oct. 29.
Kumsang	4 c	Buller	British str.	2077	Oct. 19	Jardine, Matheson & Co.	S'pore & Calcutta	Oct. 27.
Kwangtah	2 b	Lunt	Chi. str.	1536	Oct. 25	C. M. S. N. Co.		
Lady Mitchell	3 c	Frampton	British str.	780	Oct. 24	Chinese		
Legaspi	3 c	Yribar	Amer. str	564	Oct. 24	Barretto & Co.	Manila	Oct. 28.
Lilia	3 c	Morris	British str.	1384	Sept. 28	Chinese		
Meefoo	3 c	Whitelaw	Chi. str.	1321	Oct. 24	C. M. S. N. Co.		
Numantia	8 c	Brehmer	Ger. str.	4384	Oct. 19	Portland & Asiatic S. S. Co.	Moji & Portland, Or	Oct. 27.
Pakhoi	3 c	Tuebbin	British str.	1227	Oct. 20	Butterfield & Swire		
Paklat	3 c	Demes	Ger. str.	1018	Oct. 5	Butterfield & Swire		
Pingsuey	5 c	Warrall	British str.	4150	Oct. 24	Butterfield & Swire		
Onsang	9 c	Davies	British str.	1787	Oct. 23	Jardine, Matheson & Co.		
Segovia	k w	Schonfeldt	Ger. str.	5800	Oct. 21	Hamburg-Amerika Linie	Yokohama	Oct. 26.
Sikh	....	Rowley	British str	3216	Oct. 12	Dodwell & Co., Ld.	....	K'loon Dock
Sofala	...	Shepherd	British str.	2260	Oct. 22	Jardine, Matheson & Co	....	Cos'tan Dock
Tartar	3 c	Evans	British str.	2768	Oct. 18	C. P. R. Co.		
Tean	3 c	Sommerville	British str.	1345	Oct. 21	Butterfield & Swire	Manila	Oct. 25.
Telemachus	3 c	Williamson	British str.	1379	Oct. 22	Chinese		
Triumph	3 c	Hansen	Ger. str.	769	Oct. 22	Osaka Shosen Kaisha	Swatow & Foochow	Oct. 26.
Tainan	....	Brown	British str.	1463	Oct. 15	Butterfield & Swire	....	K'loon Dock
Yuensang	5 c	Meyrick	British str.	1128	Oct. 24	Jardine, Matheson & Co.	Amoy & Manila	Oct. 26.
Zafiro	5 c	Rodger	British str.	1611	Oct. 24	Shewan, Tomes & Co.	Manila	Oct. 29.
Zieten	k w	Binzer	Ger. str.	4988	Oct. 24	Melchers & Co.	Europe, &c.	Oct. 26.
Sailing Vessels.								
E. B. Sutton	2 c	Johnson	Amer. bqe.	1248	July 19	Order		
Evie J. Ray	2 c	Kasten	Amer. bqe.	918	Aug. 6	Sander, Wieler & Co.		

STEAMERS PASSED SUEZ CANAL

[SUPPLIED THROUGH REUTER].

Tiberghien, September 2; *Battersea*, 6; *Bucenaur*, 9; *Alesia*, *Verona*, *Pollux*, *Scottish Monarch*, *Schuylykel'*, *Skuld*, 13; *Longships*, *C. Ferd Laiesz*, *Newtonhall*, *Riverdale*, 16; *Moyune*, *Flintshire*, *Celtic*, *Princess*, 20; *Segovia*, 23; *Indravelli*, *Kirk'ee*, *Lauschan*, *Nordpol*, *St Bede*, 27; *Monmouthshire*, *Brezizel*, 30; *Benmohr*, *Fallodon Hall*, *Badenia*, *Eiger*, *Poschan*, October 4; *Ardandearg Radnorshire*, *Ganges*, *Manica*, *Simoom*, *Spezia*, 7; *Glenturret*, 11; *Candia*, *Glenfarg*, *Senegambia*, *Shrewsbury*, 14; *Glaucus*, *Preussen*, *Andalusia*, *Thea*, 18; *Bayern*, *Ningchow*, *Nippon*, *Tourane*, 21.

Mails.

The Imp. German Mail s.s. *Prinz Regent Luitpold* with the GERMAN MAIL, left Singapore on Friday, the 21st Oct., at noon, and may be expected here on or about Wednesday, the 26th Oct.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Nagasaki at 9.30 a.m. on Monday, the 24th October, and left again at 5 p.m. on same day for Kobe, where she is due to arrive at 8 p.m. on Tuesday, the 25th October.

The O. & O. Co.'s s.s. *Gaelic*, with mails &c., from San Francisco to the 1st Oct. via Honolulu, has arrived at Yokohama, and left for this port via Inland Sea, Kobe, Nagasaki and Shanghai, on the morning of 21st Oct.

The P. M. Co.'s s.s. *Mongolia*, with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Manila, on the 13th Oct.

Steamers Expected.

The C. P. R. Co.'s s.s. *Athenian* left Yokohama for Vancouver on Saturday afternoon, the 22nd October.

The O. S. S. Co.'s s.s. *Yangtsze* left Singapore on 22nd October, and is expected here on 27th October.

The Austrian Lloyd's s.s. *Trieste* left Shanghai for this port on the 23rd October.

The Bucknall Line r.s. *Barotse* left Shanghai, via Foochow, for this port on the 22nd October, and is expected to arrive here on the 26th October.

The O. S. S. Co.'s s.s. *Machaon* left Kobe on the 24th October, at daylight, for Hongkong via Shanghai, and is expected here on 5th November.

The O. S. S. Co.'s s.s. *Pyrrhus* left Singapore on the 21st October, at noon, and is expected to arrive here at noon, the 25th October.

The P. & O. Co.'s s.s. *Ceylon* left Singapore for this port on the 22nd October, at 6 a.m.

The s.s. *Arratoon Apcar*, from Calcutta, left Singapore for this port on the morning of 21st Oct.

The P. & O. Co.'s s.s. *Banca* is due here about the 26th October.

The P. & A. steamer *Arabia* sailed from Portland, Ore., on Oct. 6th, via Japan ports, and may be expected here on the 7th November.

The A. A. s.s. *Massapequa* left New York on 6th Oct., and is due here on or about the 29th November.

Latest Advices.

The Boston Tow Boat Co.'s s.s. *Lyra* left Manila on the 24th October, and may be expected here on the 26th October.

The A. A. Co.'s s.s. *Kish*, from New York, left Singapore on the 23rd October for Manila, and is due here on or about the 7th November.

The C. P. R. Co.'s s.s. *Empress of India*, with the CANADIAN MAIL, left Shanghai on Sunday, the 23rd Oct., at 8 p.m., and may be expected here on or about Wednesday, the 26th Oct., at 8 a.m.

The P. M. S. S. Co.'s s.s. *Siberia*, with mails, &c., from San Francisco to the 7th Oct., via Honolulu, has arrived at Yokohama, and leaves for this port via (Inland Sea), Kobe, Nagasaki and Shanghai, on the morning of the 26th October.

Exchange.

HONGKONG, October 25, 1904.

On London—
Bank, Wire, ... 1/10⅛
,, On demand, ... 1/10 3/16
,, 30 days' sight, ... 1/10¼
,, 4 months' sight, ... 1/10⅜
Credits, 4 ,, ,, ... 1/10½
Documentary, 4 months' sight. ... 1/10⅝
On Paris—
On demand, ... 232
Credits, 4 months' sight, ... 235½
On Berlin—
On Demand, ... 188
On New York—
On demand, ... 44⅞
Credits, 60 days' sight, ... 45⅝
On Bombay—
Wire, ... 137¼
On demand, ... 137¾
On Calcutta—
Wire, ... 137¼
On demand, ... 137¾
On Singapore—
On demand, ... 5½% pm.
On Manila—
On demand, Pesos ... 89⅝
On Shanghai—
On demand, ... 71⅞
30 days' sight, (private paper) ... 72½
On Yokohama—
On demand, ... 90⅞
Gold Leaf, 100 fine, (per tael) ... $56.35
Sovereigns (Bank's buying rate) ... $10.75
Silver (per oz.) ... 26 13/16

Hongkong Tides.

The tide table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the soundings in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 8 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

October 26th to November 1st, 1904.

		HIGH WATER.		LOW WATER.	
Day of Week.	Day of Month.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.
		h m	feet.	h m	feet.
Wed.	26	m 10 24 9 45 a	5.9 7.5	m 4 9 3 46 a	2.0 3.3
Thur.	27	m 11 4 10 14 a	5.7 7.6	m 4 49 4 10 a	1.9 3.5
Fri.	28	m 11 49 10 50 a	5.4 7.7	m 5 32 4 34 a	1.9 3.8
Sat.	29	0 48 a 11 33 a	5.1 7.6	m 6 20 5 0 a	2.0 4.0
Sun.	30	2 4 a	4.9	m 7 16 5 30 a	2.1 4.3
Mon.	31	m 0 24 3 27 a	7.4 4.9	m 8 22 6 11 a	2.2 4.6
Tues.	1	m 1 28 4 44 a	7.0 5.1	m 9 36 7 46 a	2.3 4.8

Hongkong Register.

	Previous day at 4 p.m	On date at 10 a.m.	On date at 1 p.m.
Barometer	29.96	30.03	29.97
Temperature	78	82	79
Humidity	72	64	7[illegible]
Direction of Wind	E	E	E
Force	2	2	2
Weather	b	b	o
Rain	—	—	—

Highest open air temperature on the 23rd ... 79
Lowest open air temperature on the 23rd ... 73

J. I. PLUMMER, *Chief Assistant*.
Hongkong Observatory, Oct. 24th, 1904.

VESSELS AT THE DOCKS.—*At Kowloon*, Likin, U.S.S. Pathfinder, U.S.S. Fathomer, U.S.S. Chancey, U.S.S. Bainbridge, H.I.G.M.S. Hansa, Sikh, U.S.S. Decatur, Tainan.

Cosmopolitan.—[illegible] fala.

Aberdeen.—

China Coast Meteorological Register.

24th October.—AT 4 P.M.

Station.	Hours.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
Vl'ostock	2 p.	—	—	—	—	—	—
Nemuro	,,	—	—	—	—	—	—
Hakodate	,,	—	—	—	—	—	—
Tokio	,,	—	—	—	—	—	—
Kochi	,,	—	—	—	—	—	—
Nagasaki	,,	—	—	—	—	—	—
Kagoshima	,,	—	—	—	—	—	—
Oshima	,,	—	—	—	—	—	—
Naha	,,	—	—	—	—	—	—
Ishi'jima	,,	—	—	—	—	—	—
Taihoku	1 p.	30.00	—	—	E	6	—
Taichu	,,	29.94	—	—	N	6	—
Tainan	,,	29.97	—	—	NW	6	—
Koshun	,,	29.96	—	—	NE	4	—
Pescadores	,,	29.96	—	—	N	6	—
Weihaiwei	3 p.	30.31	50	—	NE	2	o
Gutzlaff	,,	30.15	67	79	ENE	5	cv
Sharp Pk.	,,	30.12	73	88	NE	5	og
Amoy	,,	29.88	80	78	SE	2	b
Swatow	,,	29.96	81	74	ESE	2	b
Canton	,,	29.96	87	65	—	0	b
Hongkong	4 p.	29.97	79	74	E	2	o
Vict. Peak	,,	—	—	—	E	3	—
Gap Rock	,,	29.93	—	—	E	4	—
Macao	,,	—	83	—	SE	1	c
Ha phong	,,	—	—	—	—	—	—
Manila	,,	29.80	86	59	NE	1	o
Bacolod	3 p.	—	—	—	NE	4	—
Iloilo	,,	29.75	84	—	N	4	or
Cebu	,,	29.79	86	—	S	2	b
C. S. James	4 p.	—	—	—	—	—	—
Malate	—	—	—	—	—	—	—

25th October.—AT 10 A.M.

Station.	Hours.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
Vl'ostock	7 a.	—	—	—	—	—	—
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	,,	—	—	—	—	—	—
Tokio	,,	—	—	—	—	—	—
Kochi	,,	—	—	—	—	—	—
Nagasaki	,,	—	—	—	—	—	—
Kagoshima	,,	—	—	—	—	—	—
Oshima	,,	—	—	—	—	—	—
Naha	,,	—	—	—	—	—	—
Ishi'jima	,,	—	—	—	—	—	—
Taihoku	5 a.	30.04	—	—	E	4	—
Taichu	,,	30.01	—	—	—	0	—
Tainan	,,	30.01	—	—	E	0	—
Koshun	,,	30.00	—	—	NE	6	—
Pescadores	,,	30.00	—	—	NE	8	—
Weihaiwei	9 a.	30.26	55	—	NNW	0	b
Gutzlaff	,,	30.14	67	95	SE	3	omd
Sharp Pk.	,,	30.05	77	82	—	0	b
Amoy	6 a.	30.00	71	95	—	0	b
Swatow	9 a.	—	—	—	—	—	—
Canton	,,	—	—	—	—	—	—
Hongkong	10 a.	30.07	78	70	E	4	c
Vict. Peak	,,	—	—	—	E	4	—
Gap Rock	,,	30.03	—	—	ENE	6	—
Macao	,,	—	84	—	ENE	2	c
Haiphong	,,	—	—	—	—	—	—
Manila	,,	29.84	81	76	N	1	o
Bacolod	9 a.	—	—	—	NE	1	o
Iloilo	,,	29.79	81	—	NNE	1	c
Cebu	,,	29.79	84	—	N	1	c
C. S. James	10 a.	—	—	—	—	—	—
Malate	—	—	—	—	—	—	—

J. I. PLUMMER, *Chief Assistant*.
Hongkong Observatory, Oct. 25, 1904.

1. BAROMETER, reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths, and hundredths.
2. TEMPERATURE in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER: b blue sky, c detached clouds, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).
7. RAIN in inches, tenths and hundredths.

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Australian Ports	Empire (s)	Gibb, Livingston & Co.	Nov. 16, at Noon.
Australian Ports	Taiyuan (s)	Butterfield & Swire	October 29.
Amoy, Manila, &c.	Kaifong (s)	Butterfield & Swire	October 26, 4 p.m.
Chefoo & Newchwang	Pakhoi (s)	Butterfield & Swire	October 28.
Genoa, Mars., L'pool.	Agamemnon (s)	Butterfield & Swire	November 22.
Japan via Shanghai	Tjimahi (s)	Java-China-Japan Lijn	1st half of Nov.
Java Ports	Tjilatjap (s)	Java-China-Japan Lijn	2nd half of Nov.
Japan via Shanghai	Tjipanas (s)	Java-China-Japan Lijn	2nd half of Nov.
Kobe	Tainan (s)	Butterfield & Swire	Oct. 29, at 4 p.m.
London, Antwerp, &c.	Malacca (s)	P. & O. S. N. Co.	Oct. 27, at Noon.
L'don, Am'dam, A'erp	Machaon (s)	Butterfield & Swire	November 12.
L'don, Am'dam, A'erp	Jason (s)	Butterfield & Swire	November 22.
London, &c.	Coromandel (s)	P. & O. S. N. Co.	Nov. 5, at Noon.
London & Antwerp	Benalder (s)	Gibb, Livingston & Co.	November 19.
Marseilles & London	Ulysses (s)	Butterfield & Swire	November 5.
Manila	Zafiro (s)	Shewan, Tomes & Co.	Oct. 29, at 10 a.m.
Manila	Rubi (s)	Shewan, Tomes & Co.	Nov. 5, at 10 a.m
Manila	Tremont (s)	Dodwell & Co. Limited	About Jan. 2.
NewYork v. SuezCanal	St Hugo (s)	Dodwell & Co. Limited	About Nov. 25.
NewYork v. Suez Canal	Shimosa (s)	Dodwell & Co. Limited	About Dec. 15.
NewYork v. SuezCanal	Kennebec (s)	Standard Oil Co.	About Nov. 12.
Ningpo and Shanghai	Whampoa (s)	Butterfield & Swire	November 3.
Shanghai	Woosung (s)	Butterfield & Swire	October 27.
Shanghai	Chusan (s)	P. & O. S. N. Co.	About Nov. 4.
S'hai and Portland, Or.	Numantia (s)	Portland & A. S. Co.	October 27.
S'hai and Portland, Or.	Arabia (s)	Portland & A. S. Co.	November 19.
S'hai and Portland, Or	Argonia (s)	Portland & A. S. Co.	December 13.
S'pore, P'ang, Cl'bo &c.	Trieste (s)	Sander, Wieler & Co.	October 28, p.m.
S'pore, P'ang, Calcutta.	Kumsang (s)	Jardine, Matheson & Co	Oct. 27, at 3 p.m.
S'tow, Amoy, Foochow	Triumph (s)	Osaka Shosen Kaisha	Oct. 26, Daylight.
S'tow, Amoy & Tamsui	M. Struve (s)	Osaka Shosen Kaisha	Oct. 30, Daylight.
S'tow, Amoy & Anping	Providence (s)	Osaka Shosen Kaisha	Nov. 2, Daylight.
S'tow, Amoy & Tamsui	Frithjof (s)	Osaka Shosen Kaisha	Nov. 6, Daylight.
S'tow C'foo & T'sin	Kansu (s)	Butterfield & Swire	November 4.
Victoria, B.C., Tacoma	Yangtsze (s)	Butterfield & Swire	November 1.
Victoria, B.C., Tacoma	Lyra (s)	Dodwell & Co., Ltd	About Oct. 29.
Victoria, B.C., Tacoma	Texan (s)	Dodwell & Co. Limited	About Dec. 17.
Victoria, B.C., Tacoma	Tremont (s)	Dodwell & Co. Limited	About Jan. 10.
Vancouver (B.C.), &c.	Tartar (s)	Canadian P'fic R. Co.	November 2.
Vancouver (B.C.), &c.	Empress of India (s)	Canadian P'fic R. Co.	November 16.
Vancouver (B.C.), &c.	Empress of Japan (s)	Canadian P'fic R. Co.	December 14.
Y'ma, S'hai, Moji, Kobe	Ceylon (s)	P. & O. S. N. Co.	About Oct. 29.

SHARE LIST.—QUOTATIONS.

October 25, 1904.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	90,000	$125	all	$700, sales London, £69.10.0
National Bank of China, Limited	19,970	£10	£8	$38
	29,955	£10	£8	$38
Do. Founders' shares	750	£1	£1	$10, buyers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$250	$50	$260, ex div.
China Traders' Insurance Co., Ld.	24,000	$83.33	$25	$60, buyers
North-China Insurance Co., Ld.	10,000	£15	£5	Tls. 75, buyers
Union Insurance Society, Ld.	10,000	$250	$100	$625, ex div., buyers
Yangtsze Insurance Association, Ld.	8,000	$100	$60	$145
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$100	20	$87, buyers
Hongkong Fire Insurance Co., Ld.	8,000	$250	50	$337½, buyers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ld.	50,000	$50	all	$224, sellers
Geo. Fenwick & Co., Limited	6,000	$25	$25	$47, sellers
New Amoy Dock Co., Ltd.	6,000	$6¼	$6¼	$27½, sellers
S. C. Farnham, Boyd & Co. Ld.	55,700	Tls. 100	Tls100	Tls. 174
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co., Ld.	30,000	$50	$50	$25½, sellers
Douglas Steamship Co., Limited	20,000	$50	all	$83, sales
HK., C. and M. Steamboat Co., Ld.	80,000	$15	$15	$30, sales
Indo-China S. N. Company, Limited	60,000	£10	all	$128, buyers
Star Ferry Company, Ld.	10,000	$10	$10	$40, sellers
	10,000	$10	$5	$30, sellers
Shell Transport & Trading Co., Ltd.	2,000,000	£1	£1	24/-
Taku Tug and Lighter Co., Ld.	8,600	Tls. 50	Tls 50	Tls. 30
Shanghai Tug & Lighter Co., Ltd.	200,000	Tls. 50	Tls. 50	Tls. 48½, buyers
do. Preference.	100,000			Tls. 47½, buyers
REFINERIES.				
China Sugar Company, Limited	20,000	$100	a	$240, sellers
Luzon Sugar Company, Limited	7,000	$100	a	$6, sellers
Perak Sugar Cultivation Co., Ld	7,000	Tls. 50	T 50	Tls. 60
WHARVES.				
HK. & Kow. Wharf & Godown Co.	30,000	$50	all	$115, sales
Shanghai and Hongkew Wharf Co.	20,100	Tls. 100	Tls100	Tls. 135 old, [illegible] new, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$100	100	$150, sellers
Shanghai Land Investment Co., Ld.	52,000	Tls. 50	Tls.50	Tls. 112
Kowloon Land and Building Company	6,000	$50	30	$39, sellers
Wei-hai-wei Land & Building Co., Ld	3,764	Tls. 25	Tls. 25	Tls. 12, buyers
Humphreys Estate & Finance Co.	100,000	$10	all	$12.75, sales
	50,000	$10	$2½	$5, sellers
West Point Building Co., Limited	12,500	$50	$50	$60, sellers
TRAMWAYS.				
HK High-Level Tramways Co., Ld.	1,250	$100	all	$300
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	$490
Raub Aust. Gold Mining Co., Ld.	200,000	£1	18/10	$6, buyers
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	$50	all	$137, sales
Astor House Hotel Ltd. (Tientsin)	2,000	T.Tls.50	Tls.50	Tls. 150
Astor House Hotel Co., Ltd. (S'hai)	30,000	$25	$25	$27, buyers
DISPENSARIES.				
A. S. Watson & Co., Limited	60,000 30,000	$10	$10	$13.75, sellers $13, sales & sellers
do.	10,000	$10	$10	$9½, buyers
Watkins Limited				
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£10	all	$160, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls.50	Tls. 105, sales
Hongkong Electric Co., Limited	30,000	$10	$10	$15, buyers
New Electrics (new issue)	30,000	$10	$5	$9½, sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	50,000	$10	$10	$33½, buyers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	8,604	£ 12/6	£12/6	$6½
United Asbestos Oriental Agency, Limited	4,000 ordy 100 Mem	$10 $10	$4 $10	$9½, buyers $185
HK. Steam Water-boat Co., Ltd.	7,500 7,500	$10	$10	$21, buyers $20
Hongkong Dairy Farm Co.	10,000	$7½	all	$23, buyers
Hongkong Ice Company, Limited	5,000	$25	all	$250, sellers
Shanghai Waterworks Co., Ld.	7,200	£20	£20	Tls. 387½, buyers
Tebrau Planting Company, Ld.	20,000	$5	$5	$14, buyers
H'kong Rope Manufactory Co., Ld.	10,000	$50	all	$140, sellers
Hongkong Cotton Spinning Co., Ld.	100,000	$10	$10	$10½, buyers
Ewo Cotton Spinning and Weaving Co., Ld.	20,000	Tls. 50	Tls 50	Tls. 30, sellers
International Cotton Manufacturing Co., Ld.	10,000	Tls. 75	Tls.75	Tls. 25
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls100	Tls. 22½
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls. 500	Tls 500	Tls. 160, sellers
China Provident Loan Mortgage Co. Ld.	50,000	$10	$10	$9¾, sales
China-Borneo Company, Ltd.	60,000	$12	$12	$11½, buyers
Campbell, Moore & Co., Limited	1,200	$10	all	$40, buyers
Wm. Powell, Ld.	12,000	$10	$10	$11½, sellers
Shanghai and Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	$50
URBAN COMPANIES.				
Philippine Co., Ld.	67,500	$10	$10	$9½, sellers
Alhambra Limited	300	$500	$500	$100, sellers

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 189[illegible]	Tls. 767,300	Tls. 250	7 p. annum	Par.

VERNON and SMITH, Share Brokers.

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